

## **Winnipeg Transit Bus Maintenance Garage Expansion: Round 1 Public Engagement Summary**

Prepared for:

**The City of Winnipeg**

Submitted by:

**MMM Group Limited**

February 2017

**5516057-000**

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## 1.0 Project Introduction

Winnipeg Transit's bus fleet has outgrown the maintenance and technology capacity of the main repair facility at 421 Osborne Street (Fort Rouge Garage). Winnipeg Transit is proposing to build an extension on the west end of the current Fort Rouge Garage maintenance facility. This maintenance expansion will see upgrades to meet the technological advancements that have been made to the bus fleet over the past decade as well as additional maintenance bays to meet the maintenance demand of the current and future fleet size.

The Winnipeg Transit Bus Maintenance Garage Expansion will be built on an area that is an existing employee gravel parking lot and employee parking will need to be relocated as part of this project. The proposed location for the relocated parking lot is on Brandon Avenue, directly adjacent to the transit garage expansion. The existing active transportation path will be integrated into the design of the relocated parking lot. While the relocated parking lot is being constructed, two temporary parking lots are being proposed to ensure that there is parking for Winnipeg Transit employees during construction. One temporary lot is being proposed on the vacant site located on the southwest corner of Osborne Street and Glasgow Avenue and the second temporary lot is being proposed on Mulvey Avenue behind the building known as the Mulvey Market (**Figure 1**).



**Figure 1 Context Map**

A public engagement process (PEP) that includes two rounds of public engagement will gather public input on the Winnipeg Transit Bus Maintenance Garage Expansion. Round 1 was complete in early 2017 and Round 2 is anticipated for spring/summer 2017. This document provides a summary of the first round of public engagement. Round 2 will present a detailed design of the building expansion for feedback as well as how input was considered and incorporated by the project team. A rationale will be provided for input that the project team was unable to incorporate into the detailed design. **Figure 2** shows the proposed project timeline.



**Figure 2 Proposed Project Timeline**

The first round of public engagement introduced the project and collected input from the public and stakeholders early in the project timeline. Winnipeggers were engaged in-person and online. In-person engagement activities included four stakeholder meetings and a public information session. Online engagement included a project website and an online survey. Engagement activities were advertised by mail invite, newspaper, and online. The goal of the first round of public engagement was to:

- Introduce the project;
- Encourage discussions between the project team and members of the public;
- Provide an opportunity to share any specific interests and/or concerns regarding the project; and
- Encourage input through written and online comments.

#### **Summary of Participation:**

- Stakeholder Meeting Attendees: 26
- Public Information Session: 36
- Survey Responses: 39

## 2.0 Public Engagement Activities

The public was engaged in-person and online to gather input on general and key project aspects. Key project aspects included the temporary parking lots, proposed relocated parking lot, and the building expansion. Information collected from stakeholders and the public will be taken into consideration when providing the design-builder with the project scope.

### 2.1 Stakeholder Meetings

Three stakeholder meetings were held with residents, landowners, and businesses adjacent to the proposed parking lots and along Brandon Avenue, community agencies such as schools, community centre, and library, and the South Osborne Residents' Group (SORG) (**Table 1**). Over 80 stakeholder invites were delivered to houses, apartments, businesses, and community agencies. A copy of the invite and invite area can be found in **Appendix A**.

The stakeholder meetings started with an introduction of the project team, followed by a short presentation to introduce the project and a discussion. The discussions from each stakeholder meeting were recorded and a copy of each discussion is available in **Appendix B**.

In addition to the scheduled stakeholder meetings, SORG had several questions about the PEP so the project team proposed a fourth meeting prior to the scheduled stakeholder meetings. This meeting discussed the PEP and how to ensure that the public engagement would be meaningful.

**Table 1 Stakeholder Meetings**

	Date	Time	Location
<b>SORG Public Engagement Meeting</b>	January 4, 2017	11:00 am – 12:00 pm	MMM Office, 93 Lombard Avenue
<b>SORG Stakeholder Meeting</b>	January 10, 2017	6:30 pm – 8:00 pm	Fort Rouge Leisure Centre, 625 Osborne Street
<b>Adjacent Residents Stakeholder Meeting</b>	January 11, 2017		
<b>Businesses and Community Agencies Stakeholder Meeting</b>	January 12, 2017		

## **2.2 Public Information Session**

A public information session was held one week following the stakeholder meetings. The public information session was open to everyone that was interested and was advertised through newsletter invites, the newspaper, project website, and City of Winnipeg news release. Over 2,800 invites were delivered by mail to homes, businesses, and community agencies that covered all of the Lord Roberts neighbourhood and part of the Riverview neighbourhood. The public information session was also advertised in the Sou'Wester on January 4, 2017 and the Metro on January 11, 2017. A copy of the invite, newspaper advertisement and invite area can be found in **Appendix C**. In addition, to promotional material planned by the project team, various media outlets ran news stories in paper and print about the public information session.

The public information session was a drop-in event that presented storyboards with information about the project and maps were used to capture location specific input (**Appendix D**). In addition to project team members, members from multiple City of Winnipeg departments were available to answer questions and discuss the project. Participants were asked to provide input through a survey and seventeen surveys were returned. The survey at the public information session was the same survey that was available online and was also promoted at the public information session.

## **2.3 Project Website**

A project website was used to host project information online. The website went live on January 3, 2017 and at time it went live, the website included information about the project such as the timeline, project background, engagement opportunities, frequently asked questions (FAQs), maps and documents such as the public information session invite and storyboards. The project website was promoted on all project related material such as the newspaper advertisements, invites, and information session storyboards. As the project progresses, the project website will be updated.

## **2.4 Survey**

A survey was hosted online and hard copies were available at the public information session (**Appendix E**). A link to the survey was promoted on the project website, stakeholder meetings and at the public information session. The survey included questions related to key project components and to the public engagement process. A summary of the predominant topics that were shared will be discussed in the next section, but some general survey highlights are as follows:

- 59% (23) of survey respondents live in the Lord Roberts Neighbourhood and 49% (19) of survey respondents said they pass by 421 Osborne Street.
- Most survey respondents (21%) found out about the public engagement events through email and mail invites.

### **3.0 Public Engagement Input Summary**

Input was received through stakeholder meetings, a public information session, survey, and communication through email and phone. All input that was received was assembled and analyzed. A summary of the major themes that emerged from the public engagement input is presented in this section; it does not include every comment. Unedited public engagement input can be found in the survey responses in **Appendix F**, the record of phone and email communications in **Appendix G**, and in the meeting notes in **Appendix B**. The following is a summary of the key themes:

#### **On-Street Parking**

Participants indicated that parking is a main concern in the neighbourhood. Residents believe that transit employees are using most of the on-street parking on the residential streets and that they are doing so because there is not enough on-site parking available to them or that on-street parking is favourable because it is free. Participants felt that transit employees should be strongly encouraged to use the employee parking lots and/or use alternative methods of transportation such as transit and that there could be incentives to do so.

Residents were generally supportive of parking management solutions such as on-street parking time restrictions and residential parking permits for residents. However, there was some concern that the current on-street parking restrictions are not doing enough to alleviate the parking concerns because the parking restrictions do not necessarily align with the work shifts. Furthermore, participants felt that the requirement to implement parking restrictions is too rigorous. To request time limited parking, 70% of the registered home owners, adjoining the street in the block that is in question, must support the request. Participants felt that this requirement was too stringent because it is difficult to collect enough signatures from apathetic home owners and tenants of rental properties.

#### **Traffic**

In addition to parking being a main concern of participants, traffic was also a popular topic. Participants felt that traffic from transit employees and from construction workers is an issue in the neighbourhood. Traffic from transit employees was identified as being an issue especially during shift change; Daly Street and Brandon Avenue were identified as being the main points of congestion. Participants were concerned that if access to the relocated parking lot was permitted off of Brandon Avenue that this would cause additional traffic issues and would prefer that access to the parking lot be limited to the access off of Osborne Street. The South Osborne Resident's Group (SORG) has requested that a traffic study for the neighbourhood be undertaken to better understand the traffic situation in the neighbourhood.

Participants also indicated that drivers use the neighbourhood streets and back lanes as short cuts. The back lane to the west of Nassau Street at Brandon Avenue was specifically identified

as an issue. It was suggested that the gate for the proposed relocated parking lot be moved to prevent people from cutting through the back lane.

### **Relocated Parking Lot**

In general, participants expressed their support for the relocated parking lot because they believe that it is necessary to keep Transit employees from parking on residential streets. In addition, residents also expressed that they will support the relocated parking lot if it is well integrated into the existing neighbourhood through thoughtful design and landscaping. It was indicated that the landscaping should be resilient because participants said that the trees that were planted at the end of Brandon Avenue often die and have to be replaced.

Participants did have concerns with the parking lot. Participants identified two large trees that are currently on the vacant lot and asked if there was a way to protect them. Participants were also concerned that the relocated parking lot may not have enough parking spaces to address the parking concerns in the neighbourhood. Participants indicated that the vacant lot is currently used for snow storage in the winter and were wondering where that snow will be stored with the new parking lot. Other concerns of the parking lot include lighting, noise, and visual impact which will be addressed as separate points.

Also, participants asked if it would be possible for residents to park in the relocated parking lot during off-peak hours.

### **Temporary Parking**

Participants identified several issues with the temporary parking lots, but several also felt that the temporary parking lots should be made permanent. Issues included access on to Osborne Street from the proposed temporary parking lot on Osborne Street. Access from Mulvey Avenue on to Osborne Street was also identified as an issue and that traffic already backs up from people turning south from Mulvey Avenue on to Osborne Street. Additionally, Glasgow Avenue at Osborne Street was identified as an important intersection for cyclists and participants felt that better signage or paint on the access to the temporary lot could help avoid dangerous collisions.

### **Active Transportation Pathway**

Many of the comments relating to cycling were in regards to the neighbourhood cycling network and that this project presents an opportunity to implement the pedestrian and cycling strategies in the neighbourhood. In regards to the re-alignment of the existing active transportation pathway, residents felt that from an aesthetic point of view the pathway looks good and that if it was a continuous route that it would be okay. From a functional point of view there were several concerns. Participants had a question about how the pathway would be accommodated during construction. They also felt that the 90 degree turns were too tight and that the sightlines would

be blocked by landscaping. Finally, they felt that there were safety concerns with the pathway crossing the access/egress to the parking lot.

### **Aesthetics/Landscaping/Visual Impact**

Participants felt that landscaping could be used to reduce the visual impact of the parking lot and building expansion. Participants were generally satisfied with the landscaping used in the conceptual drawing for the relocated parking lot. Participants felt that landscaping and/or a berm could be put on the boulevard along Brandon Avenue to reduce the visual impact of the building. Some participants also indicated that a mural on the building could help with the aesthetics of the building.

### **Public Engagement**

Overall participants felt that the public engagement was well done. However, some participants did feel that public engagement should be done earlier and there is some concern that the input will not be considered.

### **Lighting**

Participants expressed a concern with lighting from the parking lot, building expansion, and existing buildings. They felt that the current site is too bright.

### **Noise**

Participants had a concern with noise from snow clearing equipment, loud conversations in the morning, car alarms, and vehicles. Residents that live adjacent to the transit campus said that snow clearing equipment operates early in the morning or overnight and that the reverse alarms and scraping is very loud and disturbs sleep. One participant shared that some places use a “white sound” reverse alarm that reduces the sound impact and does not reduce safety but rather could increase safety because apparently it is easier to locate where the sound is coming from. Participants noted that noise also comes from transit employees that talk very loud while smoking outside in the morning and when they rev the engines from the busses and their cars. Lastly, participants indicated that the sound from the car alarms when employees lock their vehicles is a nuisance and feel that the relocated parking lot being close to the homes could increase that issue.

### **Air Quality**

Several participants expressed concern with exhaust from idling vehicles, especially from remote car starters, the location of the new paint stations and if the exhaust will impact the neighbours, and lastly dust from construction.

## **Construction**

Participants noted that the neighbourhood has lived with construction for several years from the new multi-family development. In relation to the transit garage expansion, participants have concerns with noise, vibration, and traffic from construction. Participants would like construction to be kept within reasonable hours and that construction traffic be routed through the existing campus to reduce traffic on Brandon Avenue and noise and vibration to the homes.

One participant also raised the point that the Manitoba Paddle Association and Fort Rouge Leisure Centre are venues that will be used for the 2017 Canada Summer Games and that construction could impact traffic and parking.

## **New Staff**

Participants were concerned with how many new staff the building expansion would require and, if any new staff were required, how they would add to the impact of traffic and parking in the neighbourhood.

## **Future Projects**

Participants wanted to know if there were any future plans for the transit campus and how that might impact the neighbourhood.

## **4.0 Next Steps**

Once the information collected from Round 1 has been included for consideration in the Winnipeg Transit Bus Maintenance Garage Expansion project scope of work, Winnipeg Transit will issue a request for proposals (RFP) for a Design-Builder. A contract is anticipated to be awarded to a Design-Builder in Spring 2017 and then the Design-Builder will begin their work as defined in the contract which considered public input. A second information session will present the design of the building expansion in Spring/Summer 2017. The second information session will also present the input from Round 1 and explain why decisions were made. Construction is anticipated to begin in Summer 2017 and be substantially complete by Fall 2019.

# Appendix A

STAKEHOLDER INVITE AND INVITE AREA



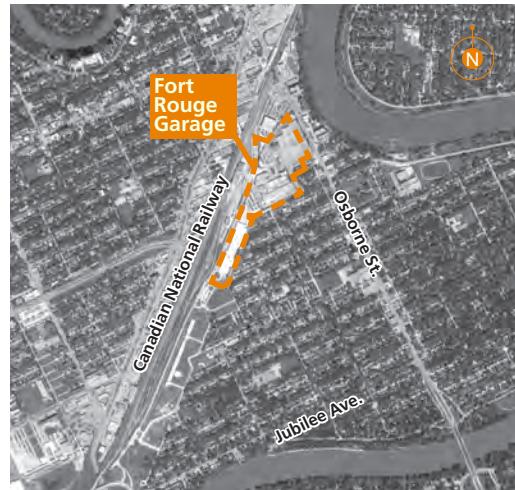
Winnipeg Transit

# Invitation to Winnipeg Transit Bus Maintenance Garage Expansion Project

Please join us for an upcoming **meeting** for area business owners to discuss the proposed expansion at the Fort Rouge Garage, located at 421 Osborne Street. If you are unable to attend this meeting, you are welcome to provide feedback at a public information session on January 19, 2017 or by contacting the project team at the contact information below.

## Project Background

Winnipeg Transit's fleet has been increasing in size and types of buses over the past decade. The primary vehicle maintenance facility operated by Winnipeg Transit is the vehicle overhaul and repair shop at the Fort Rouge Garage, located at 421 Osborne Street. Approximately 95% of the maintenance activities that support fleet operations are housed at this location. The main facilities at the Fort Rouge Garage are nearly 50 years old and many of the building systems have reached the end of their useful life. To meet current and future demand, Winnipeg Transit is proposing to expand its Fort Rouge Garage bus maintenance facility.



<b>Date:</b>	Thursday, January 12, 2017
<b>Time:</b>	6:30 p.m. to 8:00 p.m.
<b>Location:</b>	Fort Rouge Leisure Centre 625 Osborne Street, Main Floor Multi-purpose Room
<b>Format:</b>	Presentation & Discussion

**Please kindly RSVP to: Brock Feenstra, MMM Group at [feenstrab@mmm.ca](mailto:feenstrab@mmm.ca) or 204.943.3178**

We look forward to hearing your input.

If you have any questions or require alternate formats or interpretation in order to participate, please contact Brock Feenstra, MMM Group at 204.943.3178 or [feenstrab@mmm.ca](mailto:feenstrab@mmm.ca)



Winnipeg Transit

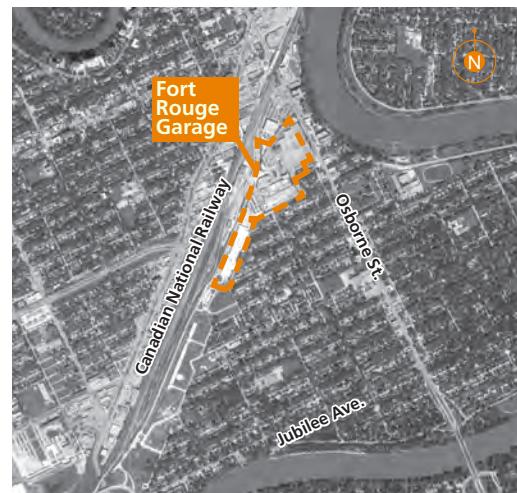
# Invitation to Winnipeg Transit Bus Maintenance Garage Expansion Project

Please join us for an upcoming **meeting** to discuss the proposed expansion at the Fort Rouge Garage, located at 421 Osborne Street. You have received this invitation because you are a resident or landowner that is adjacent to the proposed project sites. If you are unable to attend this meeting, you are welcome to provide feedback at a public information session on January 19, 2017 or by contacting the project team at the contact information below.

## Project Background

Winnipeg Transit's fleet has been increasing in size and types of buses over the past decade. The primary vehicle maintenance facility operated by Winnipeg Transit is the vehicle overhaul and repair shop at the Fort Rouge Garage, located at 421 Osborne Street.

Approximately 95% of the maintenance activities that support fleet operations are housed at this location. The main facilities at the Fort Rouge Garage are nearly 50 years old and many of the building systems have reached the end of their useful life. To meet current and future demand, Winnipeg Transit is proposing to expand its Fort Rouge Garage bus maintenance facility.



<b>Date:</b>	Wednesday, January 11, 2017
<b>Time:</b>	6:30 p.m. to 8:00 p.m.
<b>Location:</b>	Fort Rouge Leisure Centre 625 Osborne Street, Main Floor Multi-purpose Room
<b>Format:</b>	Presentation & Discussion

**Please kindly RSVP to: Brock Feenstra, MMM Group at [feenstrab@mmm.ca](mailto:feenstrab@mmm.ca) or 204.943.3178**

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Winnipeg Transit

# Invitation to Winnipeg Transit Bus Maintenance Garage Expansion Project

Please join us for an upcoming **meeting** to discuss the proposed expansion at the Fort Rouge Garage, located at 421 Osborne Street. You have received this invitation because you are a member of the South Osborne Residents Group. If you are unable to attend this meeting, you are welcome to provide feedback at a public information session on January 19, 2017 or by contacting the project team at the contact information below.

## Project Background

Winnipeg Transit's fleet has been increasing in size and types of buses over the past decade. The primary vehicle maintenance facility operated by Winnipeg Transit is the vehicle overhaul and repair shop at the Fort Rouge Garage, located at 421 Osborne Street.

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<b>Date:</b>	Tuesday, January 10, 2017
<b>Time:</b>	6:30 p.m. to 8:00 p.m.
<b>Location:</b>	Fort Rouge Leisure Centre 625 Osborne Street, Main Floor Multi-purpose Room
<b>Format:</b>	Presentation & Discussion

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Winnipeg Transit

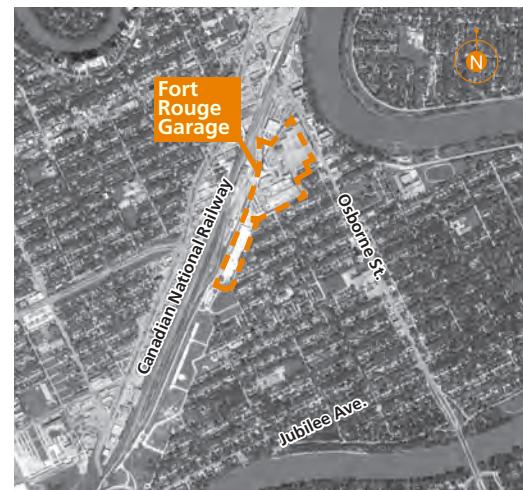
# Invitation to Winnipeg Transit Bus Maintenance Garage Expansion Project

Please join us for an upcoming **meeting** to discuss the proposed expansion at the Fort Rouge Garage, located at 421 Osborne Street. You have received this invitation because you are a member of a local neighbourhood/community agency. If you are unable to attend this meeting, you are welcome to provide feedback at a public information session on January 19, 2017 or by contacting the project team at the contact information below.

## Project Background

Winnipeg Transit's fleet has been increasing in size and types of buses over the past decade. The primary vehicle maintenance facility operated by Winnipeg Transit is the vehicle overhaul and repair shop at the Fort Rouge Garage, located at 421 Osborne Street.

Approximately 95% of the maintenance activities that support fleet operations are housed at this location. The main facilities at the Fort Rouge Garage are nearly 50 years old and many of the building systems have reached the end of their useful life. To meet current and future demand, Winnipeg Transit is proposing to expand its Fort Rouge Garage bus maintenance facility.



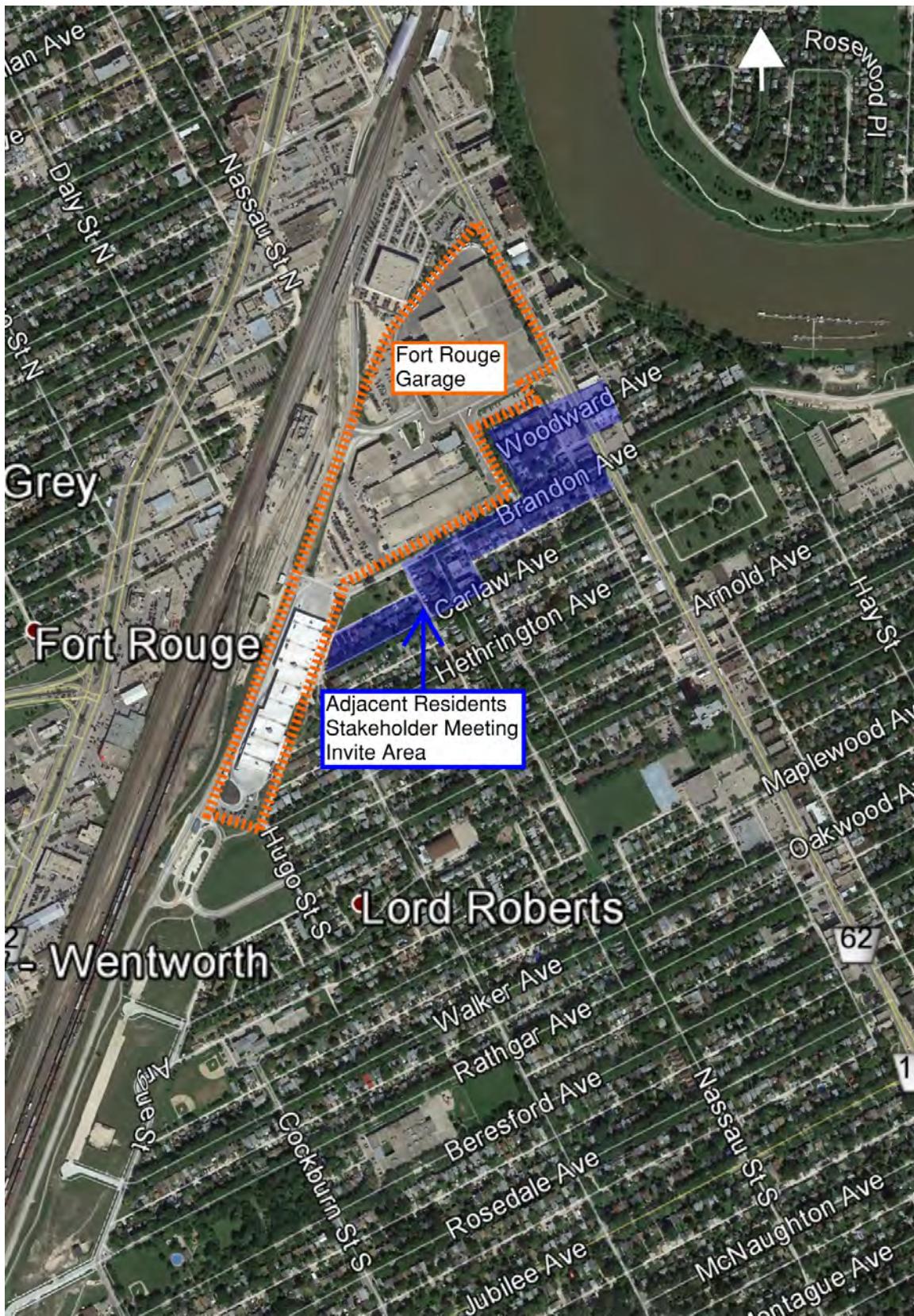
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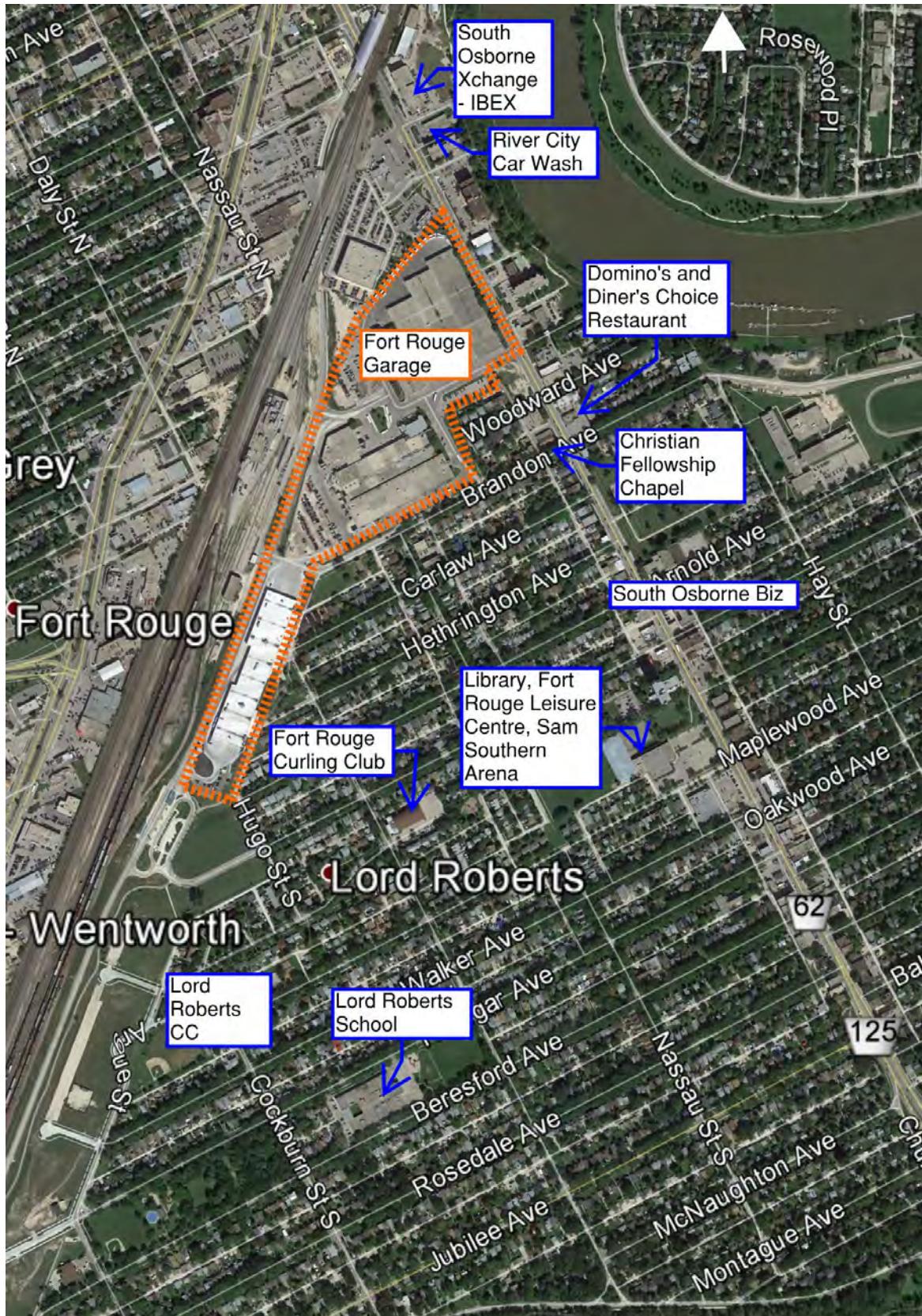
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### Adjacent Residents Stakeholder Invite Area



## **Businesses and Community Agencies Stakeholder Invite Area**



# Appendix B

STAKEHOLDER MEETING NOTES

**Date of meeting:** January 4, 2017  
**Location:** MMM Office  
**Purpose:** Meeting with SORG to discuss PE process

**Project:** Winnipeg Transit Garage Expansion  
**Project Number:** 5516057  
**Author:** Brock Feenstra  
**Revised:** January 10, 2017

**Attendees:**

Bev Pike, SORG  
David Grant, SORG  
Kevin Sim, Colliers Project Leaders  
Tim Vandekerkhove, Transit  
Scott Payne, Transit  
Brett Andronak, OPE  
Dave Jopling, MMM Group  
Brock Feenstra, MMM Group

**Distribution:** All Attendees and the following

Morgan Vespa, OPE

**Details**

The Project Team and two members of SORG met to discuss the Public Engagement Process for the Winnipeg Transit Garage Expansion Project.

The meeting began with introductions followed by a brief outline of the proposed public engagement process and an open discussion on public engagement.

SORG was generally supportive of the proposed public engagement activities, however, they outlined a number of concerns related to their experience of public engagement overall at the City, with this project, and in past projects in the neighbourhood.

SORG handed out a copy of the 'March 2016 brief to Winnipeg Transit on Community Needs' and a copy of the IAP2 core values.

A more detailed discussion about the issues will occur in a stakeholder meeting with SORG members next week.

The following points were brought forward by SORG:

- Construction has been disturbing Fort Rouge since 2009.
- Half the neighbourhood is rental – old neighbourhood.
- The political will of the existing residents will be weakened because the new development will bring in new residents that will outnumber the existing residents in voting power.
- SORG is made up of residents and homeowners that live in the neighbourhood.

Any omissions or errors in these notes should be forwarded to the author immediately.

## Details

- Resident groups in the City increasingly think that the public engagement processes in the City have been “less than open and transparent”.
- SORG felt that this project is already flawed because SORG has not been part of the decision making process to date.
  - The project team responded that the public engagement process is very early in the process and that we want to hear from SORG about their comments and concerns about the project and issues in the neighbourhood. There are a number of decisions that need to be made on this project. The project is still uncertain of proceeding and is subject to funding from the other levels of government.
- Transit is treating Lord Roberts like an extension of their industrial park.
  - SORG asked how many more expansions will there be?
- The new parking lot will not solve the parking problem, there have been problems created by the past projects that need to be addressed first.
- How can SORG give hope to their residents?
- SORG has an issue with the process – you didn’t talk to people before deciding to expand here. The decision to expand the building has already been made so it is too late for meaningful engagement. The City can do better.
- David Jopling went through each IAP2 core value to discuss how the process that was proposed could involve the public in the process of planning for the building expansion and mitigating any potential impacts.
- David also indicated expanding on an existing site is different than setting up a new transit garage site in an established neighbourhood. There are certain land use provisions that are required depending on the project and these may be different from place to place.
- In the end, we want to better understand what the impacts are, record them, and provide these to the City staff and designers to find ways to mitigate the impacts as much as possible. It is still early in the process to affect the design of the project.
- When the issues are addressed, we will explain how. If questions or concerns are not addressed we will also explain why.
- SORG would like to see a feasibility study that shows factors that were considered for the expansion, how many more expansions there will be, how big will it be, etc.?
- SORG have not been getting accurate information in regards to the number of employees Transit has and how many staff park in the neighbourhood? SORG estimates 600 people park on the streets a day.
- What’s missing in Winnipeg is what other City’s do, and that is to collaborate with neighbourhood associations.
- SORG proposed that Transit should post verbatim feedback from their public engagement events on their web page.
  - The project website will post a document of the input received from the public, including the summary from the stakeholder meetings.
- This process is good, but there is damage done from the past expansion that needs to be repaired. Be prepared to be honest about future expansion plans.
  - How will you fix what you have done?
  - What is planned in the future for this site?

Any omissions or errors in these notes should be forwarded to the author immediately.

## Details

- After the storage facility at the end of Brandon Ave. was built, people were able and successful in getting their property taxes reduced because they argued that the transit garage lowers their property values.
- The process in the past first seemed wonderful because the proposed options for the new storage facility at the end of Brandon Ave. were shown to be far from the homes, but then something changed and those plans were not followed through and the barns were constructed closer to the homes than originally shown.
- Daly Street experiences a traffic issue during shift change.
- Residents feel blindsided by these projects because they are not involved in the decision making from the outset - it is nice you are asking us to participate early, but it may not be early enough.
- People will ask for a feasibility study for the garage expansion and detailed studies on noise, traffic, light, etc.
- It would be nice if SORG and the City could co-present a neighbourhood project together.
- What measures will you have? People are leery of being manipulated.
  - After considering the input from the first round of public engagement, an explanation of why decisions were made or were not made will be presented to the public during the second round of public engagement.
- Presenting alternatives with honest reasons why something was done and why something was not, would be helpful.
- When doing an exit survey, send it to us to add questions to, in order to make sure that the information collected is useful and valuable.
  - A link to the survey was provided to SORG for their input.
- People want to feel good about these types of projects and not have to object to them, but be part of the process.
- Bikes are an interest of some people in the neighbourhood and to help sell the project you could consider highlighting how cycling will be improved (i.e. size of the garage is being expanded to add more bike racks on buses).
- FYI, there is a class at Churchill school that will deliver flyers the neighbourhood for a nominal fee.

Points that were brought forward in advance of the meeting via email included:

- Can you describe the methods that you use to ensure that these consultations are (a) meaningful (b) honest (c) publicly accountable?
- Can you provide details of the exact measures you would take to accomplish these goals?
- Can you describe Transit's policy to ameliorate local resident's ongoing concerns from the 2012 expansion?

At the conclusion of the meeting, SORG was given a copy of the presentation boards, which also included a link to the online survey and project website.

**Date of meeting:** January 10, 2017  
**Location:** Fort Rouge Leisure Centre,  
                  Multi-Purpose Room  
**Purpose:** Meeting with SORG to  
                  introduce the project and  
                  identify issues and  
                  comments

**Project:** Winnipeg Transit Garage Expansion  
**Project Number:** 5516057  
**Author:** Brock Feenstra  
**Revised:** February 16, 2017

## Project Team Attendees:

Kevin Sim, Colliers Project Leaders  
 Tim Vandekerkhove, Transit  
 Scott Payne, Transit  
 Brett Andronak, Office of Public Engagement  
 David Jopling, MMM Group  
 Brock Feenstra, MMM Group  
 Ken Wimble, MMM Group

**Distribution:** All Attendees and the following

Morgan Vespa, Office of Public Engagement

<b>Details</b>
The Project Team met with some members of SORG to introduce the Winnipeg Transit Garage Expansion Project and collect feedback on issues or opportunities it may have on the neighbourhood. The meeting began with a PowerPoint presentation introducing the project followed by a question and answer period and an informal round table style discussion on issues and opportunities in the neighbourhood.
The following points were brought forward at the meeting:
<p><b><u>Parking</u></b></p> <ul style="list-style-type: none"> <li>Transit employees are using the local streets for parking their vehicles, which takes away on-street parking space for use of the residents and their visitors.</li> <li>Some adjacent streets to the Transit facilities have daytime time limits for on-street parking (1hr on Heatherington, 2hr max on others). SORG pointed out that Transit workers know how to beat the system because (1) traffic patrols take an hour to arrive and (2) their shift schedules help them because they start before the restrictions come into force.</li> <li>Residents can utilize the City of Winnipeg residential parking permit program allowing them to park on the street despite the time restrictions. The program is only applicable to home owners and the challenge is when residents have visitors or a service technician/provider park on the street longer than the hour or two hour limit, they are also limited to the time restrictions. SORG felt that although the parking permit program was good, there are some punitive impacts to the residents (visitors and some cost - \$25 per year). Also the permit is registered to one car of the landowner when in the past the pass could be transferred between vehicles. Can a parking pass be used for visitors? One participant felt that putting</li> </ul>

Any omissions or errors in these notes should be forwarded to the author immediately.

## Details

more restrictions would become a problem.

- Some transit employees are parking further south in the neighbourhood streets and using the bus rapid transit to ride to their building. While one SORG member felt this was not good, another did not see an issue with this as it reduces the parking pressure around the Transit buildings.
- The on-street parking problem seemed to be worse on streets closer to the transit buildings that did not have time restrictions, such as Daly Street.
- SORG wanted to know how many employees will be added. Transit responded that the transit garage expansion will not result in additional employees at this time – transit made a request to Council for an additional 1.5 FTE (full time equivalent) positions however Council did not approve the request. The overall fleet of buses has increased. One of the biggest drivers for the project is due to the problem last year of not all buses running because they were unable to maintain them all. Currently there is not adequate space to work on buses so some spaces meant for 1 are being used by 2 mechanics which is not an efficient use of space. Also, technology and the associated equipment is changing.
- Transit added that Traffic Services is currently using office space in the Transit building and that they would be vacating the space. Transit will use the vacated space with existing employees.
- SORG asked if any mechanics would come from the Main Street location. Transit responded that there would not be any mechanics coming from the Main Street location.
- What is the long term plan? – Over time there will be more demand but Transit recognizes that they probably can't expand much more at this campus and have recently included a study for a new transit garage in the Eastern Corridor proposal.
- The proposed permanent parking lot will hold 130 vehicles replacing a lot that had 109 spots, increasing the parking supply on site by 21 spots.
- SORG tried to determine if there was a time of day that on-street parking was better or worse, but the three shifts affected the on-street parking differently. Primarily the issue seems to be the daytime parking and traffic on Daly and Brandon in the morning. There are no parking restrictions on Daly. They felt that no parking on Daly would be great because it is narrow and becomes very busy.
- SORG would like Transit's support to lobby the city departments to complete a traffic and parking study for the area to start collecting accurate data on what is actually occurring there.
- Transit employees are charged \$32.00/month to use the surface parking lot.
- Some felt the price should be reduced but the cost does not appear to be the deterrent because SORG believes there is a waiting list of 450. Transit confirmed that the current waiting list is 395. Residents were confused as to why there seemed to be empty spaces in the lot each day.
- Others felt that more transit staff should take transit. Could there be incentives for transit employees to use the parking lot or to take the bus?
- Transit employees receive free transit, however many of the early shift transit bus drivers do not have the opportunity as the busses are not running.
- Transit has been developing some internal programs to encourage their employees – recently Transit switched to scramble parking rather than assigned parking. This means that employees can park in any of the scramble parking spaces on a first-come, first-served basis. Switching to scramble parking has improved parking usage by making more spaces

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**Details**

- available.
- Transit is instituting a preferred carpool parking spot program in 2017 to encourage carpooling. Those that carpool will be given parking spaces closer to the building. To start, there will be two carpool spots at the Brandon Garage and ten carpool spots at the Osborne Campus.
  - SORG asked if the VIA Rail gate on Brandon Avenue will be open for use by employees and if there will be restricted hours? SORG also asked that the only entrance to the site be off of Osborne Street, north of Brandon Avenue.
    - Transit responded that although VIA Rail is not a 24/7 operation, there will be no time restrictions on the gate. In regards to Transit employee access on Brandon Avenue, Transit has requested that staff use the Osborne Street entrance rather than the Brandon Avenue entrance to access the parking lot. The existing gate that is located mid-block on the southeast of the campus, will continue to be used as it has in the past between 2:30 pm and 4:00 pm, but Transit will encourage all other travel to be within the campus site. Transit needs to continue the afternoon exit schedule between the times listed above so that employees leaving for the day do not interfere with buses that are exiting at the lights on Osborne Street for the afternoon rush hour run.
  - Transit is currently taking space from another department and will see a net gain in parking space.
  - Transit employees park on Rathgar and use it as a park and ride.
  - With transit contributing to traffic issues, there is potential to encourage the City to create a neighbourhood parking plan / traffic study.
  - SORG felt that the traffic study that was completed for the condos was based on calculations from a City that does not apply to Winnipeg.
  - SORG said that they cannot get 70% buy in for residential parking restrictions because of renters. Parking restrictions are not a priority for them as they can be transient. Many houses have many students, all of whom need street parking.
  - Are people only buying parking passes in the winter?
  - If there is an increase in bike racks on buses it may help sell the plan. Cannot put bike racks on all busses because they would not all fit in garage due to increase bus length

**Neighbourhood Traffic:**

- Transit employees from the south are cutting through the neighbourhood to get to work creating traffic in the neighbourhood.
- Where will construction traffic go during the construction of the expansion? Sub-trades are also an issue. By the time a complaint is received, they are gone.
- An item will be put into the design-build contract to route construction traffic through Osborne entrance and through the campus. There will be a group that is responsible to 'police' the construction site and ensure contractors are using the appropriate routes.
- Have there been any concerns with fumes? SORG was not aware of any issues, and SORG requested that Transit's area become idle-free and that the new bards do not use toxic materials, ensuring no toxic fumes invade Lord Roberts.

Any omissions or errors in these notes should be forwarded to the author immediately.

## **Details**

### **Building Design and Process:**

- SORG believes that lighting from the proposed parking lot and building could be an issue and asked that measures be taken to restrict light from shining into homes.
- Would like the expansion to be hidden from view, maybe a mural on the side?
- SORG asked if the building design can be changed after the open house like it did in 2012. SORG does not want a repeat of the 2012 expansion. SORG said that in its two public consultations, Transit swore it would hide its new buildings behind berms, plant trees to camouflage them, and build far away from homes. Then it did the opposite. Transit will put requirements in the design-build contract that will be very prescriptive of what needs to be built. These requirements will be a result from technical advice and public input.
- Would like to know about the design-build process for this project

### **Off-Street Pathway**

- If the bike path looks like the image it will great
- Cyclists do not like barriers so if it is continuous it will be ok

### **General**

- SORG wants Transit to repair the damage the 2012 expansion caused: Brandon foundations, bumpy over-used streets, pollution, congestion, noise, and over-parking. SORG also asked Transit to prevent mechanics from gunning motors, idling and drag-racing at all hours. Maintenance supervisors have been notified of these issues and they will be monitored and if necessary, action will be taken.
- Worried that Osborne Village is becoming a ghost town because the majority of busses are gone. Busses do not come as frequently and it has become inconvenient.
- I am encouraged by this process, but I am also skeptical because I have been through this before and most of the meetings are a dog and pony show.
- If everyone is sincere about this approach then it is a good one.
- If Transit is upfront it will help to repair its role in the neighbourhood.
- I'm very pleased and I hope the next time the City does this, it is more this way than the way it has been done in the past.
- SORG indicated that their top requests were:
  - Be trustworthy and respectful of the neighbourhood.
  - Repair the damage the 2012 expansion caused.
  - Reduce Transit parking on our streets to zero.
  - Prevent Transit short-cuts through Lord Roberts.
  - Plant trees around the new parking lot.
  - Work together to get a neighbourhood traffic plan (because the developers' traffic study is biased and didn't include Transit's expansions)
  - Have only non-toxic fumes from new building.
  - Ensure idle-free parking.
  - Prevent drag-racing, motor gunning of buses.

Any omissions or errors in these notes should be forwarded to the author immediately.

**Date of meeting:** January 11, 2017  
**Location:** Fort Rouge Leisure Centre,  
                  Multi-Purpose Room  
**Purpose:** Meeting with adjacent  
                  residents to introduce the  
                  project and identify issues  
                  and comments

**Project:** Winnipeg Transit Garage Expansion  
**Project Number:** 5516057  
**Author:** Brock Feenstra  
**Revised:** February 17, 2017

### Project Team Attendees:

Kevin Sim, Colliers Project Leaders  
 Tim Vandekerkhove, Transit  
 Scott Payne, Transit  
 Brett Andronak, Office of Public Engagement  
 David Jopling, MMM Group  
 Brock Feenstra, MMM Group  
 Ken Wimble, MMM Group

**Distribution:** All Attendees and the following

Morgan Vespa, OPE

Details
<p>The Project Team met with residents that live adjacent to the proposed temporary parking lots, the proposed relocated parking lot, and that live along Brandon Avenue to introduce the Winnipeg Transit Garage Expansion Project and to collect feedback on issues and opportunities related to the project; twenty residents attended the meeting. The meeting began with a PowerPoint presentation introducing the project followed by a question and answer period and an informal round table style discussion on issues and opportunities in the neighbourhood. A presentation was also provided by one of the residents after the introduction presentation.</p> <p>Information collected from the stakeholder meetings will be taken into consideration with all of the input from the public engagement activities and considered in the project scope that will be provided to the design-builder.</p>
<p>Due to the number of participants, the round table discussions took place in two groups. At the end of the group discussions, each table provided a summary of their discussions. The following provides what was shared in the summary as well as notes on the comments made by the participants during the round table discussions.</p>

Any omissions or errors in these notes should be forwarded to the author immediately.

## Details

Discussion summary as presented at the meeting:

### Table 1

- Don't like the location of the parking lot
  - Came up with ideas to change the demand side of parking
- Snow clearing issues
  - Where will the snow go because the vacant lot is currently used for snow storage?
- Light
  - Light pollution from the parking lot could be an issue
  - The existing lighting at the end of Brandon Ave. is excessive
- On-street parking impact from employees.
- Can residents park in the parking lot during the evening?
- What kind of building will it be?
  - Pre-cast piles?
  - Will it be LEED and can it go beyond LEED silver?
- VIA rail cuts through with their fuel trucks, can there be a discussion with them?
- Employees are loud in the morning, can transit be better neighbours?
- Where will the garbage cans be located? Metal scrap being thrown out is noisy.
- Are there no idle zones?

### Table 2

- Street parking is an issue
- Damage to houses from construction
- Construction traffic
  - Route it through the transit campus
- Traffic cutting through the Nassau & Carlaw back lane.
  - Propose putting the gate to the parking lot at Nassau and Brandon.
- Noise from snow clearing (reverse alarm and scraper)
  - Try a different warning alarm – recommend a “white noise” alarm
- Fence and landscaping on parking lot to block the noise and visual of the parking lot.
- Landscaping on the boulevard along Brandon
- Remove the pedestrian gate at Nassau and Brandon Ave. to remove the convenience of cutting through.
- Make Mulvey a permanent parking lot.

Any omissions or errors in these notes should be forwarded to the author immediately.

## **Details**

**The following points were brought forward by the residents during the round table discussions:**

### **Parking**

- Parking is and has always been an issue
- Employees probably don't want to park in the lot because they have to pay
- Transit employees start earlier than when the parking restrictions begin and then they get two hours starting at 9 so employees can park for most of their shift.
- Can transit give employee's free parking? Other large corporations give their employees free parking.
- Parking issues for people at the daycare
- People cut through the alley west of Nassau. People use the alley because it is in better shape than Nassau St. Would it be possible to move the gate closer to Nassau and Brandon to prevent people from cutting through?
- Elderly parents can't find parking and when they do it is usually too far and dangerous for them to walk in the winter.
- How much is a parking pass?
  - \$32.00 per month
- Are parking spots reserved specifically for each transit employee?
  - Changed to scramble parking to improve the parking availability
  - Transit is taking steps to improve parking issue
  - \$1.25 per day for parking
  - Transit is looking to implement preferred parking spots for carpool parking this year
- Why don't they restrict parking on the street for transit employees?
- Transit employees given free bus pass.
- Can they make Mulvey a permanent lot as well?
- Access to Osborne St. may be a challenge to get out of Mulvey (difficult to go South)
- Can there be temporary lights ay Mulvey or is it too close to other lights?
- Have a shuttle from the Mulvey Ave. parking lot to the transit garage.
- Will people still be able to park on Brandon?
- Could they put a parking structure on Osborne and Glasgow?
- How many passes are sold for residential parking passes?
- Give residents a parking pass and limit parking to 1 hour, that way unless you are a resident you are limited to 1hr parking
- Deterrents are all we can do.
- Concern of light pollution from parking lot
- Can residents park in parking lot during the evening?
- Could no idle zones be put in place?

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**Details**

- Current parking lot does not seem very well utilized.
- Strategically locate a park and ride for transit drivers. Make it more convenient for them to use.
- Existing large trees on the proposed parking lot are nice. Can they be preserved?
- Concerned about noise from the snow clearing from the reverse alarms and the scraping
- Have you heard of the white noise reverse alarms?
- Where will snow be stored? Used to be stored on vacant lot.
- In some places there are cement walls around parking lots to reduce noise issues.
- What will it mean for us when we try to sell our house with a parking lot behind it?
- Fence and landscape parking lot to block noise and visual of the parking lot
- Add another level to the parking lot
- What kind of fence will be around the parking lot?

**Neighbourhood Traffic:**

- Construction vehicles shake the foundations of the houses
- Can the construction vehicles be re-routed through the transit campus?
- If foundation damage occurs, what can be done? Is there any way to monitor before the project begins?
- How many people work in the building?
  - About 1,500 in all of transit, 900-1,000 work out of Osborne, some are bus drivers, so about 400 work on a daily basis
- Will the construction equipment go down Brandon?
- Request that transit employees can't access parking lot via Brandon Ave.
- During construction can it be residents only on Brandon?
- VIA cuts through with fuel trucks, can we talk to them about this?
- Where will the garbage pick-up be located? Can it be moved to the north side of the building away from residential?
- There is excessive lighting at the end of Brandon
- There is a pedestrian gate at Nassau and Brandon and it is convenient for people to park on the street and access the campus through that gate. If the gate is removed it will take away the convenience parking close to the gate and cutting through. The gate is also very loud when it gets slammed.
- Should put a gate on Brandon right away
- Exhaust from cars wafts towards the house
- Can transit be a better neighbour – employees are loud in the mornings
- Can transit employee use of the bus be tracked? Is there a way to incentivize those that use the bus?
  - When asked how many participants took the bus one person responded that they sometimes do. Reasons provided for not taking the bus were because of kids and

Any omissions or errors in these notes should be forwarded to the author immediately.

## **Details**

limited bus service where they needed to go.

- Biggest concern is traffic on Brandon Ave.
- Put a bus trap in so only busses can get through
- Put entrance to the new lot up first and gate up before construction.

## **Building Design and Process:**

- What will the construction material be?
- What kind of building will it be? Built on piles? LEED?
- How deep will they need to dig?
- Landscaping looks good
- Is there enough room on the boulevard between the building and the parking lot for trees?
- Put landscaping on the boulevard along Brandon Ave.
- Put big pots with flowers.
- Used to have a berm on Brandon Ave. boulevard but that was removed
- New transit building on Brandon looks like a nice building.
- How will the new building match the old building?
- Concerned with noise from construction.

## **General Comments**

- This is an old neighbourhood and it does not have a lot of green space.
- What was there before Transit?
- LEED Credits – Less parking get credits
- Could Transit be better neighbours? Maybe invite the residents to a BBQ and a tour of the new and old building?
- Existing building was way too close to the property line. Residents feel like they aren't being listened to.
- Everyone's basic concerns are:
  - Noise
  - Damage
  - Lack of parking
  - Make it look not super industrial

# Appendix C

PUBLIC INFORMATION SESSION INVITE AND INVITE AREA



Winnipeg Transit

## Winnipeg Transit Bus Maintenance Garage Expansion Project

# PUBLIC INFORMATION SESSION

Winnipeg Transit's fleet has been increasing in size and types of buses over the past decade. The primary vehicle maintenance facility operated by Winnipeg Transit is the vehicle overhaul and repair shop at the Fort Rouge Garage, located at 421 Osborne Street. Approximately 95% of the maintenance activities that support fleet operations are housed at this location. The main facilities at the Fort Rouge Garage are nearly 50 years old and many of the building systems have reached the end of their useful life. To meet current and future demand, Winnipeg Transit is proposing to expand its Fort Rouge Garage bus maintenance facility.



Please join us at a public information session to review the project information, discuss with project team members and share your input.

<b>Date:</b>	Thursday, January 19, 2017
<b>Time:</b>	4:30 p.m. to 7:00 p.m.
<b>Location:</b>	Fort Rouge Leisure Centre 625 Osborne Street
<b>Format:</b>	Drop-in (feel free to come and go)

For more information on the project, or if you are unable to attend the event and would like to provide your input, please visit the project website at [www.winnipeg.ca/transitgarageexpansion](http://www.winnipeg.ca/transitgarageexpansion) or contact Brock Feenstra, MMM Group at 204.943.3178 or [feenstrab@mmm.ca](mailto:feenstrab@mmm.ca)

Those who may require alternate formats or interpretation in order to participate should contact Brock Feenstra, MMM Group at 204.943.3178 or [feenstrab@mmm.ca](mailto:feenstrab@mmm.ca)

## PUBLIC INFORMATION SESSION

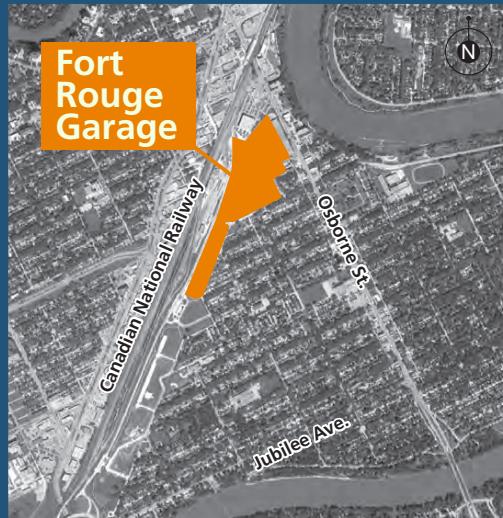


# Winnipeg Transit Bus Maintenance Garage Expansion Project

Winnipeg Transit's fleet has been increasing in size and types of buses over the past decade. The primary vehicle maintenance facility operated by Winnipeg Transit is the vehicle overhaul and repair shop at the Fort Rouge Garage, located at 421 Osborne Street. Approximately 95% of the maintenance activities that support fleet operations are housed at this location. The main facilities at the Fort Rouge Garage are nearly 50 years old and many of the building systems have reached the end of their useful life. To meet current and future demand, Winnipeg Transit is proposing to expand its Fort Rouge Garage bus maintenance facility.

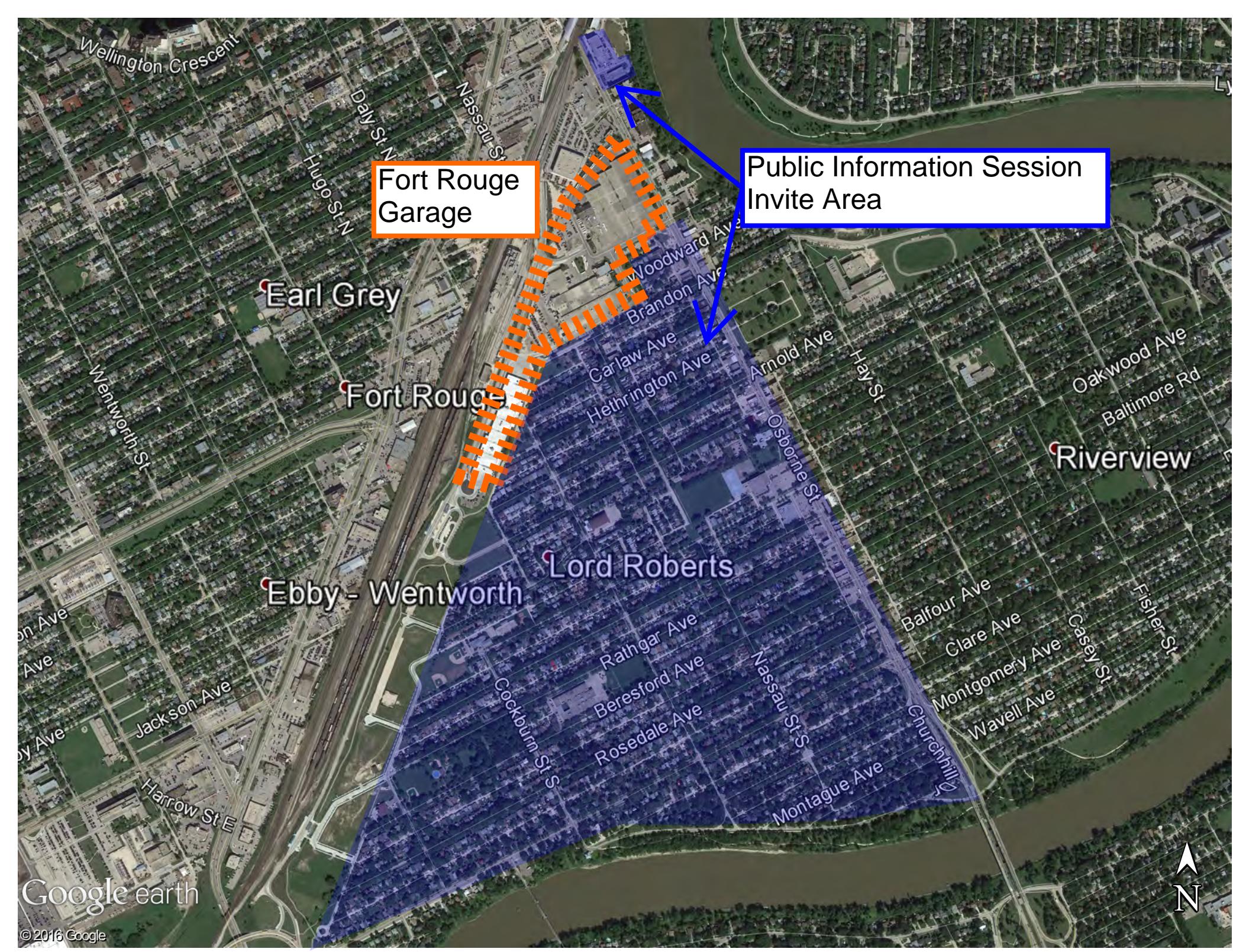
Please join us to review project information, discuss with project team members and provide your input and feedback.

**DATE:** Thursday, January 19, 2017  
**TIME:** 4:30 p.m. to 7:00 p.m.  
**LOCATION:** Fort Rouge Leisure Centre  
625 Osborne Street  
**FORMAT:** Drop-in format



Project Contact: Brock Feenstra, MMM Group 204.943.3178 or feenstrab@mmm.ca

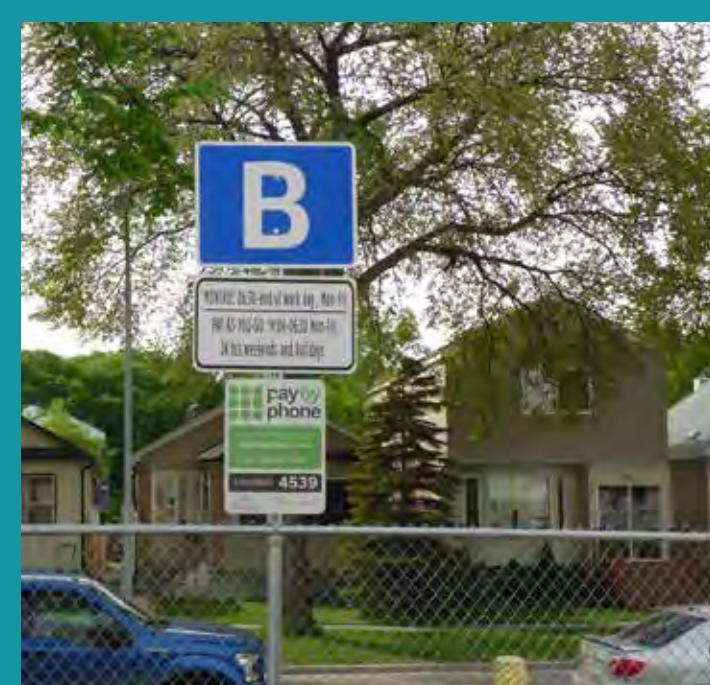
[www.winnipeg.ca/transitgarageexpansion](http://www.winnipeg.ca/transitgarageexpansion)



# Appendix D

PUBLIC INFORMATION SESSION DISPLAY BOARDS

# WELCOME



## Winnipeg Transit Bus Maintenance Garage Expansion Project

Thank you for your interest in this project. Please review the information on the boards, discuss with project team members and share your input.



Colliers  
Project Leaders



# INTRODUCTION

Winnipeg Transit's fleet has been increasing in size and types of buses over the past decade. The primary vehicle maintenance facility operated by Winnipeg Transit is the vehicle overhaul and repair shop at the Fort Rouge Garage, located at 421 Osborne Street. Approximately 95% of the maintenance activities that support fleet operations are housed at this location. The main facilities at the Fort Rouge Garage are nearly 50 years old and many of the building systems have reached the end of their useful life. To meet current and future demand, Winnipeg Transit is proposing to expand its Fort Rouge Garage bus maintenance facility.

## The project will:

- » Engage with neighbours and stakeholders to identify their interests and concerns.
- » Include an expansion to the existing Transit bus maintenance garage to address space deficiencies, service demands, and technology changes faced by Winnipeg Transit.
- » Be located at the west end of the existing maintenance garage that runs parallel to Brandon Avenue.
- » Be staged in a manner that operations in the existing maintenance garage are not impeded during the construction project.
- » Be constructed as a design-build project.
- » Be funded by all three levels of government.
- » Be subject to funding agreements prior to commencement.
- » Achieve at least LEED® Silver certification through the Canada Green Building Council.

# PROJECT BENEFITS

- » Winnipeg Transit's maintenance garage expansion will meet current and future technology demands of an expanding bus fleet.
- » Winnipeg Transit's maintenance garage expansion will meet current and future servicing space requirements and will result in reductions to maintenance wait times.
- » Winnipeg Transit's maintenance garage expansion will address space deficiencies which will result in greater efficiency in servicing transit vehicles.
- » Winnipeg Transit's maintenance garage expansion will provide the citizens of Winnipeg with improved service reliability and a reduction in the number of out of service vehicles.

# INFORMATION SESSION GOAL

The goal of this information session is to:

- » Introduce the project
- » Encourage discussions between the project team and members of the public
- » Provide an opportunity to share any specific interests and/or concerns regarding the project
- » Encourage feedback through written and online comments

This information session is occurring early in the project before any final decisions are made. At this time the building expansion is not fully designed, but a concept is presented to show the scale of the building. A second information session will be held in the Spring/Summer to present a more detailed design of the building expansion.



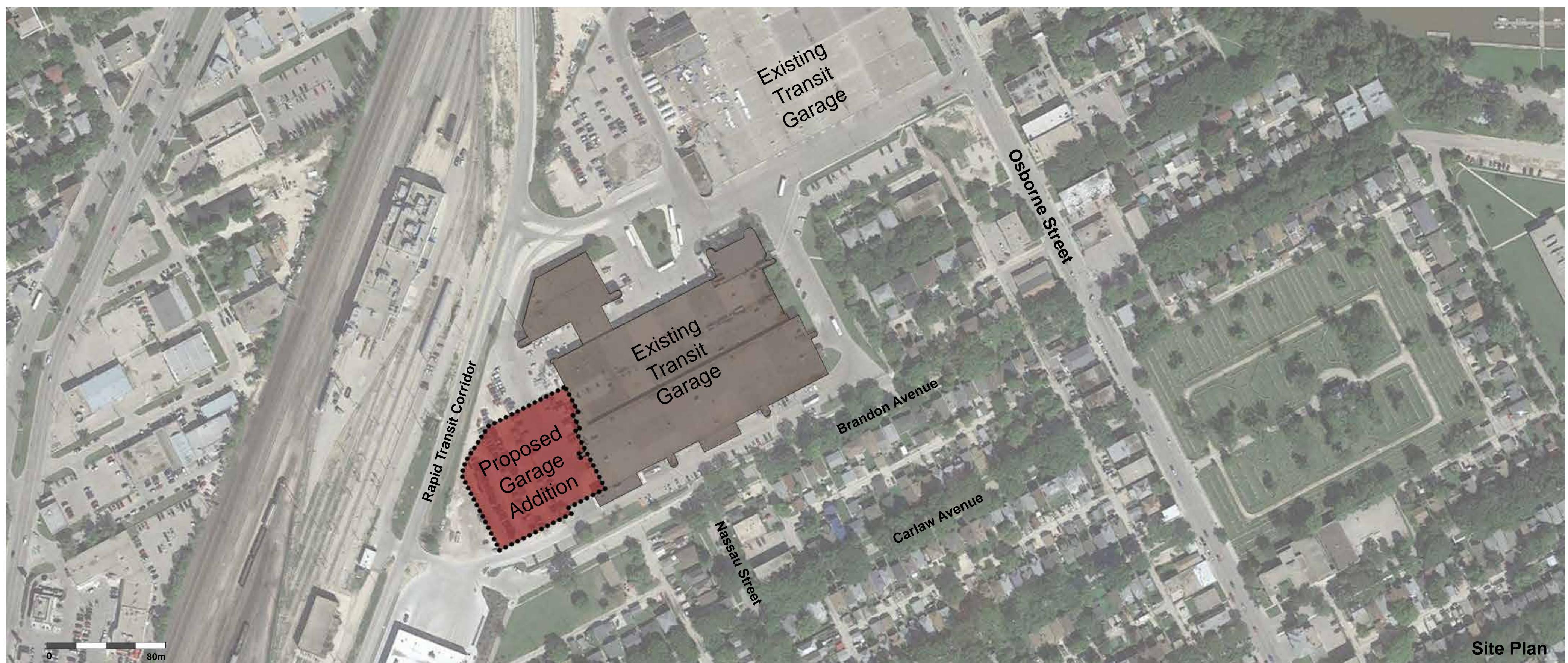
**Please use the sticky notes to post comments directly on the presentation boards.**

**Please provide your input prior to leaving by filling out a comment form. You can also comment online at [www.surveymonkey.com/r/wtge](http://www.surveymonkey.com/r/wtge) before January 27, 2017.**

# PROJECT CONTEXT

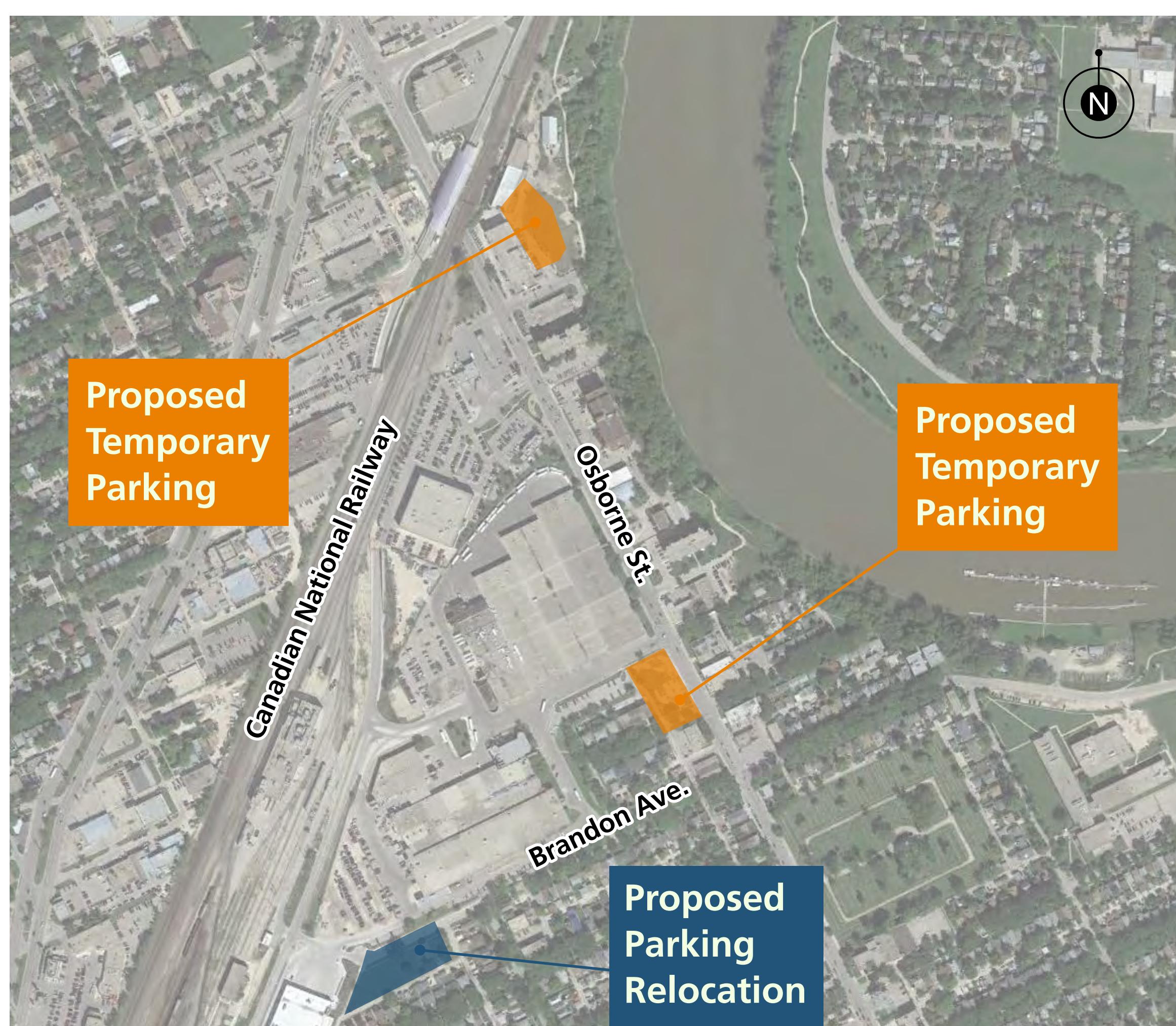


# BUILDING EXPANSION



# PARKING RELOCATION

- » The transit garage expansion will be built on an area that is an existing employee gravel parking lot.
- » Employee parking will need to be relocated as part of this project.
- » The proposed location for the relocated parking lot is on Brandon Avenue, directly adjacent to the transit garage expansion (See Board 7).
- » The relocated parking lot will be paved with asphalt and will be constructed at the same time as the transit garage expansion is being built.
- » This site is owned by the City of Winnipeg and can be integrated into the existing Transit Garage campus.
- » While the relocated parking lot is being constructed, two temporary parking lots are being proposed to ensure that there is parking for Winnipeg Transit employees during construction.
- » One temporary lot is being proposed on the vacant site located on the southwest corner of Osborne Street and Glasgow Avenue and the second temporary lot is being proposed on Mulvey Avenue behind the Mulvey Market.
- » The existing active transportation path will be integrated into the design of the relocated parking lot.



## Proposed Parking Lot Construction Process

**Fall/Winter 2016**

Proposed Temporary Parking Lots Construction Completed

**Summer 2017**

Proposed Parking Relocation Construction Begins

**Fall 2017**

Relocated Parking Lot Construction Complete

Temporary Parking Lots Decommissioned

# RELOCATED PERMANENT PARKING LOT

7



Parking Lot and Active Transportation Design Concept



VIEW LOOKING EAST AT BACK LANE



AERIAL VIEW LOOKING NORTH WEST



VIEW LOOKING SOUTH INTO PARKING LOT



AERIAL VIEW LOOKING SOUTH EAST

Parking Lot and Active Transportation Perspective Views

# PROJECT TIMELINE

## APRIL 2016

Project Awarded to Owner Advocate Project Manager  
(Colliers Project Leaders)

## SUMMER / FALL 2016

Functional Planning and Scope Definition

## FALL / WINTER 2016

City Council Approval of Project Scope and Budget  
Request for Qualification for Building Expansion  
Preparation of Request for Proposals for Design Builder

## WINTER 2017

Engage the Public  
Analyze Public Engagement Input  
Provide Design Builder with Information from Round 1 Public Engagement for Consideration in Design Proposals  
Request for Proposals for Design Builder

**WE ARE HERE**

**NEXT STEPS**

## SPRING / SUMMER 2017

Design Builder Contract Award  
Public Engagement for the Building Expansion

## SUMMER 2017

Construction Begins

## FALL 2019

Building Construction Substantially Complete

# THANK YOU

**Thank you for your attendance and participation.**

Please provide your input prior to leaving by filling out a comment form. You can also comment online at [www.surveymonkey.com/r/wtge](http://www.surveymonkey.com/r/wtge) before January 27, 2017

For more information about this project visit [www.winnipeg.ca/transitgarageexpansion](http://www.winnipeg.ca/transitgarageexpansion) or contact Brock Feenstra at 204-943-3178 or [feenstrab@mmm.ca](mailto:feenstrab@mmm.ca)

# Appendix E

SURVEY



## Winnipeg Transit Garage Expansion Project FEEDBACK FORM

**Thank you for taking an interest in this project. Please provide your feedback to the questions on both sides of this form.**

**1. Please check the boxes that best describe you:**

- I live in the Lord Roberts Neighbourhood  
 I own a business near 421 Osborne St.  
 I pass by 421 Osborne St.

- I visit or work near 421 Osborne St.  
 Other: \_\_\_\_\_

**2. Please provide comments on the following key aspects of this project, below:**

**a) New Permanent Parking Lot on Brandon Avenue:**

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**b) Osborne Street and/or Mulvey Avenue Temporary Parking Lot(s):**

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**c) Maintenance Garage Building Expansion:**

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**3. How did you hear about the public engagement for this project? (select all that apply)**

- Social media (Facebook, Twitter)  
 Newspaper advertisement  
 Email  
 Mail invitation

- From a neighbour/friend  
 News story  
 Other: \_\_\_\_\_



## Winnipeg Transit Garage Expansion Project FEEDBACK FORM

4. Please provide comments on the public engagement component of this project and how public engagement could be improved in the future.

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5. Is there anything else the project team should consider?

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Thank you for your input and participation!

For more information or to complete this survey online, visit:

[www.winnipeg.ca/transitgarageexpansion](http://www.winnipeg.ca/transitgarageexpansion)

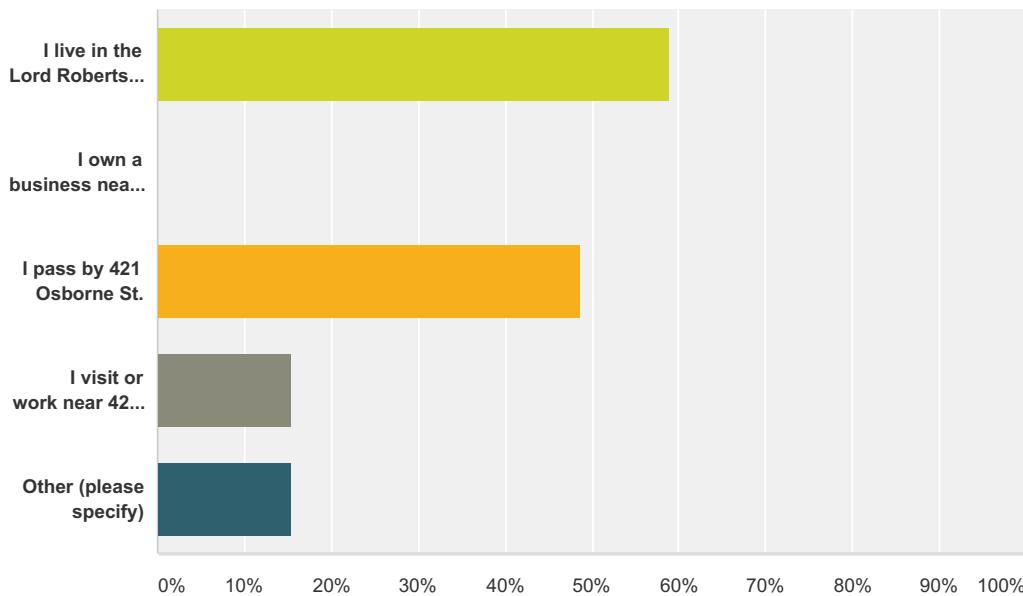
# Appendix F

SURVEY RESPONSES

# Winnipeg Transit Garage Expansion

## Q1 Please check the boxes that best describe you:

Answered: 39 Skipped: 0



Answer Choices	Responses	
I live in the Lord Roberts Neighbourhood	58.97%	23
I own a business near 421 Osborne St.	0.00%	0
I pass by 421 Osborne St.	48.72%	19
I visit or work near 421 Osborne St.	15.38%	6
Other (please specify)	15.38%	6
<b>Total Respondents: 39</b>		

#	Other (please specify)	Date
1	I work at 421 Osborne and am for improved cycling infrastructure!	1/27/2017 10:47 PM
2	general interest	1/23/2017 2:59 PM
3	bike through this area	1/23/2017 1:41 PM
4	I live nearby in the Riverview Neighbourhood	1/20/2017 8:52 AM
5	I use the AT route regularly as a cyclist.	1/16/2017 2:58 PM
6	live in the city and pay taxes	1/4/2017 5:07 PM

# Winnipeg Transit Garage Expansion

## **Q2 Please provide comments on the following key aspects of this project, below:**

Answered: 36   Skipped: 3

Answer Choices	Responses
New Permanent Parking Lot on Brandon Avenue:	<b>88.89%</b> 32
Osborne Street and/or Mulvey Avenue Temporary Parking Lot(s):	<b>75.00%</b> 27
Maintenance Garage Building Expansion:	<b>72.22%</b> 26

#	New Permanent Parking Lot on Brandon Avenue:	Date
1	It's been a long time coming that this parking lot is needed. Winnipeg is one of the only Transit garages that doesn't provide parking for their employees	1/27/2017 10:53 PM
2	Transit personnel would not like this... but they all have bus passes. Reduce parking lot space for employees and encourage car pooling, bussing, biking and walking. All surrounding streets have a 2 hour time limit during normal business hours. Some residents are against transit personnel parking on their front street. Especially during snow clearing.	1/27/2017 10:47 PM
3	The bike path component of this is lacking in foresight.	1/27/2017 5:54 AM
4	Align with city cycling and walking path plans	1/26/2017 10:12 PM
5	I think that the money spent building the bicycle and pedestrian detour around the lot would be better spent on an extension of the pathway between Brandon and Woodward through to Glasgow and then Osborne and Glasgow to provide a better connection to the South Winnipeg Parkway and the planned connection from Togo through to the Churchill Pathway. This could easily be combined with traffic calming along Arnold and Nassau or Carlaw and Nassau to provide an improved connection between the Fort Rouge Yards Trail and this pathway. The connection from Woodward through to Togo along the sidewalks on Osborne is neither safe, comfortable, nor convenient. If we are going to spend money on the bike network, better to ensure a proper connection than to maintain what is a pretty poor connection as is.	1/26/2017 9:22 PM
6	Please ensure that staff do not use back lanes as cut through's, please maintain pathway access along yards to keep bike parking handy for staff	1/26/2017 9:01 PM
7	I live on Brandon avenue and my guests quite frequently have trouble finding parking due to transit employee vehicles. A parking lot for transit employees would hopefully help to alleviate this issue.	1/24/2017 11:15 AM
8	make it available for residential parking pass residents because bus drivers take up all available parking on Brandon at & near Nassau from 3:30 on!	1/23/2017 3:01 PM
9	no concern	1/23/2017 2:59 PM
10	refreshing design that maximizes use of space	1/23/2017 2:57 PM
11	Should be parkade to take transit workers cars off public streets in the area	1/23/2017 2:50 PM
12	Worried about extra traffic on Brandon. Already, when transit shifts or office people are leaving (2:30pm) it is bumper to bumper	1/23/2017 2:46 PM
13	Seems necessary but the green lawn and tree(s) were pleasant and appreciated.	1/23/2017 2:41 PM
14	good	1/23/2017 2:12 PM
15	okay	1/23/2017 2:10 PM
16	This, hopefully, will be sufficient for the needs of transit employees	1/23/2017 2:04 PM
17	Hopefully all staff will park in the lot instead of streets which often are used by the people living there and their families/visitors	1/23/2017 1:55 PM
18	Okay as long as vehicle traffic is not allowed on Brandon Ave from Osborne St. to the new parking lot. Would recommend that transit employees do not park on Brandon Ave as this is an inconvenience for family living on Brandon Ave. No parking is available on street due to transit employees using all the street parking.	1/23/2017 1:48 PM
19	Good idea, but hope it is well-integrated into neighbourhood so it looks attractive	1/23/2017 1:43 PM

## Winnipeg Transit Garage Expansion

20	Will the sole LARGE tree on that mostly-empty lot be protected/saved?	1/23/2017 1:41 PM
21	Monitor "cut through" traffic along residential streets. Hopefully workers will use main roads ie: osborne	1/23/2017 1:33 PM
22	ok	1/23/2017 1:30 PM
23	Awful idea for parking lot. Transit employees should transit; major decision makers required to use transit so they have some "skin in the game". The proposed parking space should be used for community garden.	1/23/2017 1:29 PM
24	1) vehicular gate crossing the active transit corridor concerns me. Children are encouraged to use this corridor in lieu of riding on street. This seems contrary to safe practice. How can you change or mitigate this design? 2) Sharp turning angles are not cyclist friendly. Why have you included them in the design? What can you do to change or mitigate this in the design? 3) The existing pathway has hidden intersections, gates in the chain link. These should be permanently shut as they pose a collision risk. 4) The existing pathway winds and narrows around hydrants. This should be redesigned. 5) The existing pathway is lined for cyclist, the faster moving traffic, closest to the fence and pedestrians closest to the road. This should be reversed when lines are re-painted. 6) With the proposed tree line, care should be taken to have directed lighting (potentially solar) along the pathway.	1/20/2017 4:11 PM
25	How will AT be accommodated during the construction phase of the new permanent parking lot during 2017? This is not clear.	1/16/2017 2:58 PM
26	Love the landscaping done on the last garage and the way it looks around this parking lot. You have done an excellent job of integrating into the feel of our neighbourhood.	1/16/2017 1:52 PM
27	It will destroy green space for yet another surface parking lot	1/11/2017 8:47 PM
28	Your parking lot will hold 130 cars we heard there were 300 plus waiting for spots plus those not wanting to pay for parking are filling up the streets around your buildings that's the problem	1/10/2017 10:34 PM
29	Would prefer that the AT pathway not be designed with sharp 90 degree turns that are blocked by trees.	1/6/2017 2:27 AM
30	Too many cars to park	1/5/2017 4:42 PM
31	not enough parking - 600 transit workers a day use our streets already	1/5/2017 3:40 PM
32	No	1/4/2017 5:07 PM
#	<b>Osborne Street and/or Mulvey Avenue Temporary Parking Lot(s):</b>	<b>Date</b>
1	Green space should be preserved as much as possible. Not only revenue should be getting looked at	1/27/2017 10:53 PM
2	I'm not for adding parking.	1/27/2017 10:47 PM
3	Align with city cycling and walking path plans	1/26/2017 10:12 PM
4	Do not allow access onto Osborne	1/26/2017 9:22 PM
5	I'd rather not see any additional access to Osborne as this would be across a shared use sidewalk	1/26/2017 9:01 PM
6	Make these permanent parking lots	1/26/2017 11:40 AM
7	no comment	1/24/2017 11:15 AM
8	no concern - since its temporary	1/23/2017 2:59 PM
9	good idea	1/23/2017 2:57 PM
10	See above. At least put down piles when doing surface lot so when budget allows build parkade	1/23/2017 2:50 PM
11	See problems with entrance off Osborne just after subway (traffic holdups for people turning in or out and at quitting time	1/23/2017 2:46 PM
12	For how many? Will traffic light be required. Please do consider building berms, growing grass & trees etc. to minimize the land use you propose	1/23/2017 2:41 PM
13	As long as Osborne St doesn't become permanent	1/23/2017 2:12 PM
14	okay	1/23/2017 2:10 PM
15	Same as above. I live on Arnold and have been affected by the many construction vehicles going to and from the construction on the former green space. It was - and is - very noisy, dirty, disruptive - and dangerous.	1/23/2017 2:04 PM
16	good idea, like the proactive approach	1/23/2017 1:43 PM
17	As long as the Mulvey site continues to be available for the bike path and the market garden sellers, it will be OK. It would be GREAT if the Osborne polluted site would be cleaned up and be used for affordable housing	1/23/2017 1:41 PM

## Winnipeg Transit Garage Expansion

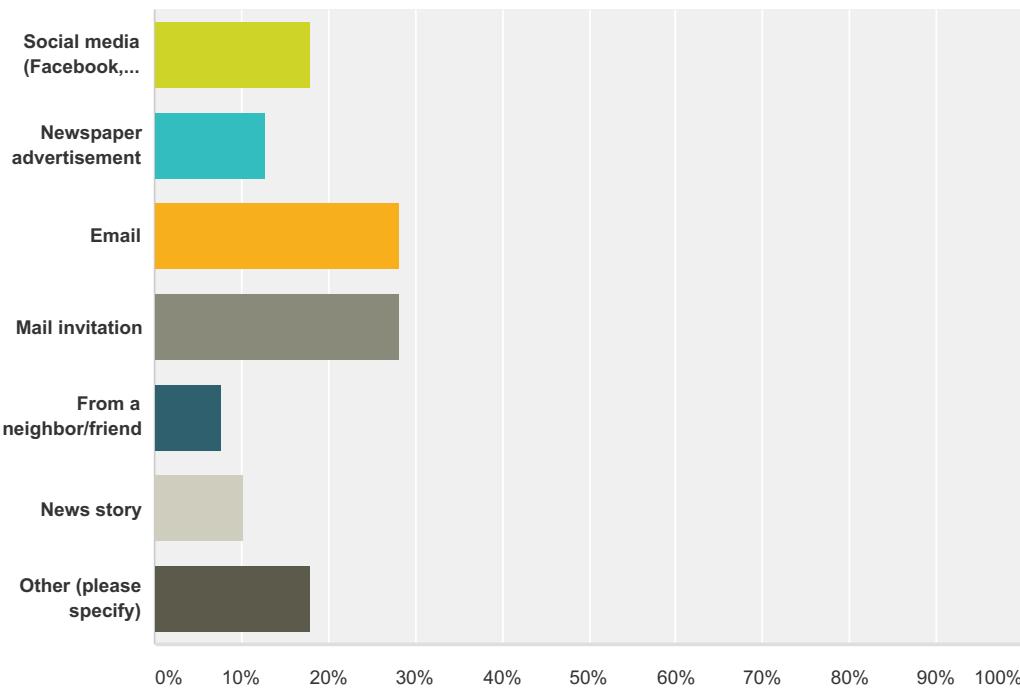
18	Maybe make them permanent. I believe 400+ use residential streets	1/23/2017 1:33 PM
19	ok	1/23/2017 1:30 PM
20	Make permanent; look for other possible locations. Think really big - move VIA - just 3 trains a week to churchill - move to symington	1/23/2017 1:29 PM
21	Access Southbound into and out of this lot is not traffic controlled and at top of an underpass. What will be done to mitigate impact on rush-hour traffic congestion along Osborne?	1/20/2017 4:11 PM
22	Concerned about effects on traffic and active transportation - but realize these would be short-term.	1/20/2017 8:52 AM
23	Access and egress for cyclists here are very important. Many cyclists are turning left off Glasgow onto Osborne, or traveling south on Osborne and a majority jump onto this sidewalk - which is identified by the paint and signage as an AT path. Perhaps more signage or paint on the access to the temporary lot off Osborne could help avoid dangerous collisions.	1/16/2017 1:52 PM
24	Concerned to see what the specific impacts will be for pedestrians and cyclists on the pathway, particularly with motorists crossing the pathway to exit or enter the parking lot.	1/16/2017 11:07 AM
25	Too cluttered	1/5/2017 4:42 PM
26	not enough parking - 600 transit workers a day use our streets already	1/5/2017 3:40 PM
27	NO	1/4/2017 5:07 PM
#	<b>Maintenance Garage Building Expansion:</b>	<b>Date</b>
1	The inside of the garage is so tight for space some buses need to be fixed outside.	1/27/2017 10:53 PM
2	As an employee who will be directly affected by the garage expansion I still have no idea what is happening with it. How many work spaces will be added? Will they increase productivity? Will they add at least one more Womens washroom?!? How will operations be affected during the expansion?	1/27/2017 10:47 PM
3	Align with city cycling and walking path plans	1/26/2017 10:12 PM
4	It will be nice to see the city's bus fleet expand	1/26/2017 9:22 PM
5	Sounds like its needed. I hope that the new garage is equipped for future electric buses.	1/26/2017 9:01 PM
6	I am quite concerned about the noise of construction. As it is I have trouble sleeping when the transit lot has snow clearing done at 3:00 or 4:00am. Will the construction be limited to reasonable daytime hours?	1/24/2017 11:15 AM
7	very preliminary at this state, but garage itself appears to be confined within existing property	1/23/2017 2:59 PM
8	much needed, about time - when you hear the news that road repairs are behins, not good	1/23/2017 2:57 PM
9	put all maintenance in this facility so when mechanics are sick or on vacation other workers that are free from work can be pulled over	1/23/2017 2:50 PM
10	Would like to see construction traffic entering and leaving site thru transit access on Glasgow St. Brandon Ave is not wide and already tight with transit vehicles (cars) and private vehicles	1/23/2017 2:46 PM
11	Looks necessary and well designed although no bidding as of yet. The blue and white building (though needed) loomed up suddenly years ago - were LR citizens consulted	1/23/2017 2:41 PM
12	I like it. Good use of space. Transit is important.	1/23/2017 2:12 PM
13	okay. Need to keep up to date. Less down time, more maintenance repair personnel to maintain expanding fleet. I hope electric buses will be the future - cheaper long term - quiet	1/23/2017 2:10 PM
14	Main concern is additional choke points on Osborne (lane closures due to staging trucks, large pieces of equipment). I know construction is on west side but everything comes off Osborne	1/23/2017 2:07 PM
15	What you have done so far is very attractive. I am sure the addition will be too.	1/23/2017 2:04 PM
16	Are the fumes from buses going to cause air pollution or is it filtered in the new garage	1/23/2017 1:55 PM
17	Will benefit Winnipeg	1/23/2017 1:43 PM
18	Please protect those living near it ie: control noise / dust / traffic during construction, enhanced berms / plantings, eco-friendly (and neighbourhood friendly) lighting	1/23/2017 1:41 PM
19	ok	1/23/2017 1:30 PM
20	move entrance for via to brandon; but down through traffic on Carlaw back lane	1/23/2017 1:29 PM

## Winnipeg Transit Garage Expansion

21	I love that the building proposal is going to be LEED certified. Any opportunity to mitigate the CO2e escaping into the community's air would be greatly appreciated.	1/20/2017 4:11 PM
22	I think it looks great. Last time we were consulted about the new garage expansion, it was identified that the additional space would result in bike racks on all the buses. However, it seems like the bike racks have just been disappearing from the buses. I moved to this neighbourhood because I could live without owning a car, and if transit has the space now, I think its important to uphold your commitments here.	1/16/2017 1:52 PM
23	Would like to know how or if this takes into consideration additional space requirements for the buses once they all have bike racks mounted on the front.	1/16/2017 11:07 AM
24	It will create another eyesore in a residential neighborhood.	1/11/2017 8:47 PM
25	transit is already hurting our neighbourhood - what more damage will this do & why doesn't it serve our needs?	1/5/2017 3:40 PM
26	NO	1/4/2017 5:07 PM

**Q3 How did you hear about the public engagement for this project? (select all that apply)**

Answered: 39 Skipped: 0



Answer Choices	Responses
Social media (Facebook, Twitter)	17.95% 7
Newspaper advertisement	12.82% 5
Email	28.21% 11
Mail invitation	28.21% 11
From a neighbor/friend	7.69% 3
News story	10.26% 4
Other (please specify)	17.95% 7
<b>Total Respondents: 39</b>	

#	Other (please specify)	Date
1	Meeting with Senior Management. Employees were not properly notified..only those with access to email	1/27/2017 10:53 PM
2	ATU Union meeting.	1/27/2017 10:47 PM
3	attending seniors group	1/23/2017 2:57 PM
4	hand delivered info	1/23/2017 2:46 PM
5	notice in mailbox	1/23/2017 1:29 PM
6	City of Winnipeg calendar RSS Feed	1/20/2017 4:11 PM

## Winnipeg Transit Garage Expansion

7

From our "neighbourhood association" who is against the project and does not represent the actual views of our community.

1/16/2017 1:52 PM

# Winnipeg Transit Garage Expansion

## **Q4 Please provide comments on the public engagement component of this project and how public engagement could be improved in the future.**

Answered: 24 Skipped: 15

#	Responses	Date
1	It was very good in my opinion with a lot of stake holders present. Some sort of presentation followed by a walk around with Q&A would probably engage people more	1/27/2017 10:53 PM
2	I unfortunately was out of town for the engagement. I will attend one in the future if the opportunity presents it's self again. Hopefully there is a second meeting.	1/27/2017 10:47 PM
3	If you want to invite neighborhood participation, post in neighborhood forums, businesses and interest groups.	1/26/2017 10:12 PM
4	.	1/26/2017 9:22 PM
5	Any time additions or changes to the city's bicycle network are being considered, I think that it is important to provide access to a map of the local bicycle network and plans for upcoming projects.	1/26/2017 9:01 PM
6	no comment	1/24/2017 11:15 AM
7	put it on the website, I could not find it there	1/23/2017 3:01 PM
8	it works as is for me	1/23/2017 2:57 PM
9	Staff very receptive to ideas	1/23/2017 2:50 PM
10	Felt it was good - but not well publicized	1/23/2017 2:46 PM
11	- Let public know about projects as soon as the city people and transit start thinking about it	1/23/2017 2:41 PM
12	This group does great public engagement. Very informative. The boards look very professional.	1/23/2017 2:12 PM
13	Looks ok as is. Good presentation with signs and pictures	1/23/2017 2:10 PM
14	looks nice	1/23/2017 1:55 PM
15	Start process as early as possible so that people don't get wrong impression about project, almost needs to be getting started when press releases about project start going out.	1/23/2017 1:43 PM
16	"Engagement" implies SOME degree of trust that the input is valued. If feedback is disregarded, then CLEAR, CONSISTENT COHERENT rationales need to be given to the community	1/23/2017 1:41 PM
17	As long as residents are treated fairly, and honest proposals are put forth	1/23/2017 1:33 PM
18	done	1/23/2017 1:30 PM
19	Engage with established community groups, such as South Osborne Residents Group and Sustainable South Osborne Community Cooperative, and the South Osborne Bike Hub. Use venues in the community, such as the community centres. The demographics of Riverview and Lord Roberts are quite different; do not expect residents to travel between the two sides of the neighbourhood. Consult Riverview residents in Riverview and Lord Roberts residents in Lord Roberts.	1/20/2017 4:11 PM
20	Posters in the neighbourhoods affected and adjacent?	1/20/2017 8:52 AM
21	Send me a copy of my responses when I submit this form. How would you feel if every email you sent someone immediately disappeared forever? It's hardly open and transparent if I can't even know what *I* contributed myself.	1/19/2017 12:19 PM
22	The public meeting was good, but whether the public is actually listened to remains to be seen.	1/11/2017 8:47 PM
23	Public engagement was too little. More needs to be had.	1/5/2017 4:42 PM
24	collaborate with neighbourhood groups BEFORE pushing unpleasant industrial projects like this on a mature residential area no more pretend consultations (eg. open houses) - they waste our time use ALL OF THE IAP2 standards to show you are honest, open, transparent and respectful	1/5/2017 3:40 PM

# Winnipeg Transit Garage Expansion

## Q5 Is there anything else the project team should consider?

Answered: 26 Skipped: 13

#	Responses	Date
1	<p>The snow clearing is going to be difficult to do. The back lane where it meets the bike path has concrete posts and they will be completely wind rowed with snow and time consuming to clean. Snow has to be pushed towards the posts if there's any hope of using either the lane or path. Has Transit considered the additional time and equipment required to maintain these parking lots? There's barely enough time and equipment to clean what they presently have.. The large old tree should be saved and built around. The City should value nature over the revenue from 8 parking spots. The tree helps with drainage and shade...At least keep that if green space can't be kept.</p>	1/27/2017 10:53 PM
2	<p>Glasgow was re surfaced right before the snow fell. It is embarrassing that this was done just before an expansion considering bike/pedestrian improvements was presented. I would've liked to see a bike crossing push button mounted on a small post on Glasgow ave. As it stands I have to dismount at Glasgow and press the cross walk button and either walk across or re mount and pedal from the side walk at the cross walk button. An alternative to this would be extend the gravel Churchill path from Togo, past Glasgo, to Churchill drive and install a bike crossing button at the intersection by the Dominoes pizza. And on the other side when travelling west to east. This eliminates bikes crossing with busses, connects Churchill pathway to Churchill drive (properly) allows bikes and cars to cross Osborne at a controlled intersection and will connect to the multiuse path along the south side of 421 Osborne (along the chainlink fence and transit parking lot) hope this is a help and not a rant!</p>	1/27/2017 10:47 PM
3	<p>Bike Winnipeg has done a thorough analysis of the current difficulty of cycling through/near this area, the City's Pedestrian &amp; Cycling Strategy, and the planned bike network improvements in the area for the next 3 years. They have proposed how you could build the bike path part of this project to be compatible with the previous point ... so please do it. <a href="http://bikewinnipeg.ca/2017/01/26/winnipeg-transit-maintenance-garage-expansion-recommendations">http://bikewinnipeg.ca/2017/01/26/winnipeg-transit-maintenance-garage-expansion-recommendations</a> This is excellent conceptual design work by Bike Winnipeg at no cost to the City.</p>	1/27/2017 5:54 AM
4	<p>Take the opportunity to make things better for the neighborhood.</p>	1/26/2017 10:12 PM
5	<p>The current bicycle connection between the Fort Rouge Yards trail and the WinSmart trail along the River is far from convenient, utterly incoherent, and far from connected. I agree with Bike Winnipeg that it would be far better to spend the money allocated for the proposed detour of the new staff parking lot on a proper connection between Brandon and Glasgow at Osborne to provide a consistent low stress connection from the SWRTC to the South Winnipeg Parkway, Churchill Pathway and Hay Street Bike Boulevard. Small changes to Arnold/Nassau/Brandon could be made quite affordably and easily to provide a better connection to Brandon than exists now. Reduce traffic speeds to 30km hr, limit traffic as much as possible, and minimize stops on local streets to create a good low stress bikeway. Use of traffic diverters and turning restrictions would be adequate to complete this part of the connection and could be combined with the upcoming Togo to Churchill pathway connection. This just seems like a good opportunity to improve the connections in this area and to provide some synergies with other projects in the area coming up over the next couple of years. Please, please, please think of the wider needs of the network and provide people biking through this area with a safe, comfortable and direct way to move through the neighbourhood and connect between existing and planned cycling facilities</p>	1/26/2017 9:22 PM
6	<p>If you have funding to rebuild the bike path between Heatherington and Brandon you would be better off putting the money into a proper connection to Glasgow and Osborne as the current bikeway connection from the Fort Rouge Yards Trail to the South Winnipeg Park Trail is terrible. Plans for bikeway improvements in the area include a pathway connection from the South Winnipeg Parksay at Togo to the Churchill Pathway, plus plans for a rehabilitation of the Osborne Street Underpass that will include bike a bike path on one or both sides (I understand that the Osborne Station was specifically built to accommodate this) and eventually a connection from Confusion Corner to Fort Rouge park and a potential bridge over the Assiniboine River. Connecting to Osborne and Glasgow now makes sense. Please extend the pathway between Brandon and Woordward to accommodate a connection to Glasgow and across Osborne to the planned connection to the Churchill Pathway. It is likely better to convert Arnold/Nassau or Carlaw/Nassau to a neighbourhood greenway as the connection between Brandon and the Fort Rouge Yards trail than it is to spend money building a detour around your new parking lot, where sight lines would be dubious and a person biking past ends up on a shared use sidewalk on Osborne where they have to cross as a pedestrian anyway.</p>	1/26/2017 9:01 PM

## Winnipeg Transit Garage Expansion

7	Reducing traffic in Lord Roberts would be great, but let's be honest... if anything there will be MORE traffic over the next couple of years thanks to the 1000+ new condo and townhomes being built. I live on Carlaw, and to close the intersection at Brandon and Nassau would be a disaster, don't even think about doing that. Restricting turning from Brandon onto Osborne would be good for cyclists, but for anyone who actually lives in the neighborhood, that would NOT be appreciated. Speed humps on Carlaw, Brandon, and Nassau would help. Please do NOT put traffic circles west of Osborne... they crowd intersections and I find them more dangerous for pedestrians, of which there are many in our neighborhood. Perhaps making streets one ways could help direct traffic.	1/26/2017 11:40 AM
8	no comment	1/24/2017 11:15 AM
9	nothing specific as i dont live in the area	1/23/2017 2:59 PM
10	- if possible, save the huge cottonwood in the parking lot. Everyone in the neighbourhood will tell you that they don't remember a time without it. - replace spruce/pine on hill at end of parking lot (on existing hill) with a tree that does well in dryer conditions. coniferous trees are "swamp" trees and don't do well in dry conditions found on a hill - a method of slowing down or stopping general traffic from coming down Brandon and utilizing lane or Nassau as a shortcut	1/23/2017 2:57 PM
11	Consider bus traffic going out the back onto rapid transit route/pathway so there is not so much traffic on Osborne at rush hour	1/23/2017 2:50 PM
12	Possible damage to homes in the area due to drilling new piles for new building	1/23/2017 2:46 PM
13	Pretend you live on one of the streets nearest the new construction. How can you make this project more pleasant, environmentally friendly, safe and healthy for you and your family who theoretically live near/across from/facing transit garage and parking	1/23/2017 2:41 PM
14	This work will improve life in Winnipeg. Who can argue with that? PS: Just keep it honest	1/23/2017 2:04 PM
15	the traffic lights by Winnipeg Transit always start with green light north turn into 421 Osborne - Winnipeg Transit, means cars travelling south have to wait for green light - often there are NO buses - so why not put in a sensor which when buses are there, then it puts on the delay switch so buses can turn left	1/23/2017 1:55 PM
16	* add additional employee parking lots if possible* Do not allow transit employees to park on Brandon Ave expect in designated permanent employee parking lot. For families living on Brandon Ave it is very frustrating for relatives and outside family member to not find parking available due to transit employees monopolizing all the Brandon Ave street parking	1/23/2017 1:48 PM
17	Should consider parking structures rather than surface parking lots, although expensive, probably worthwhile if Transit is going to be in the community for a long time. That way the amount of space consumed by the site wouldn't have to be so large. Community outreach should be a permanent thing with Transit, they should try to be good neighbours with the surrounding community on an ongoing basis rather than only when there are big projects.	1/23/2017 1:43 PM
18	Mitigation of traffic impacts on various adjoining streets, potential damage to houses (cracks) and landscaping	1/23/2017 1:41 PM
19	Design/Build - keep a handle on changes. Should be a monitoring process to keep contractor in check	1/23/2017 1:33 PM
20	no, look ok as is	1/23/2017 1:30 PM
21	Currently parking on neighbouring streets is quite a problem. If the proposed parking solution does not include an increased capacity, I would urge the City to employ some sort of park and ride for employees from a nearby lot that spaces could be rented from. Would Brandon Avenue residents benefit from a parking pass system, such as the one that was implemented on Togo? What will be done to support the community in repair and restoration of damage or accelerated wear and tear on existing infrastructure and homes?	1/20/2017 4:11 PM

## Winnipeg Transit Garage Expansion

22	Permanent parking lighting Please specify lighting that illuminates the parking lot only, and doesn't intrude on neighbouring properties or point up at the sky. Transit has done a good job with lighting of the new RT stations, and I'd like to see them continue. Consider developing and publicizing a light-pollution policy. Active transportation path The redirected AT path as shown in renderings has a potentially dangerous situation at the parking lot entrance, where motor-vehicle traffic from the new lot will cross the AT path. The entrance should be design so that drivers exiting and entering the lot have an unobstructed view of the full length of the adjacent AT path in both directions. There should also be design elements that draw attention of drivers to two-way bike traffic. Consider pushing the NE edge of the parking lot back, so exiting drivers have a clear view of the path to their right *before* they drive onto it. The redirected AT path as shown omits the segregated bike/pedestrian segregation, and adds two ninety-degree corners. This is a major route in and out of downtown, and should be designed for bike commuters moving at speed and passing each other, safely, and coexisting with people walking &c. Consider width, segregation, and corner radius with a reasonable design speed. The AT path as shown indications "separation bollards" at the NE edge adjacent to a back lane, where bicycle, pedestrian, and motor-vehicle traffic are adjacent, including both through traffic and a mass of crossing parking-lot users at rush hour. Are these envisioned as solid bollards or plastic marker posts? Please use real physical separation for safety, not just visual separation. The AT path as shown has no connection to the back lane at the E corner, going SE. This is another conflict between pedestrian, bicycle, and motor-vehicle traffic, and should be designed with care, not ignored. The AT path as shown adds a forty-five-degree curve adjacent to the transition at the SW corner of the new parking lot. This is already a dangerous situation where northbound cyclists have to cross straight through a blind corner, crossing the opposing lane of a motor-vehicle roadway, and pass by a solid bollard, in two-way mixed AT traffic. This should be redesigned for full visibility and to reduce conflicts. The back lane going south is the only path for pedestrians, bicyclists, and motor vehicle drivers, and is inadequate for its role. The redesign of this multimodal public roadway should consider the next block south, and not just the twenty feet adjacent to the new parking lot. It should probably be made a cul-de-sac for motor vehicles. Consider lighting for the AT path. Extend this to other parts adjacent to the transit garages, especially at the corner where the path turns onto another back lane toward Woodward Avenue. This is a dangerous spot: after dark, cyclists pass from lit path into complete darkness, where the pavement transition onto motor-vehicle lane is invisible, as are any cyclists or pedestrians travelling in either direction. The AT route is only as safe as its weakest point. Consider improving the AT path in either direction, up to its connections to other infrastructure. In addition to the transition to Woodward, the poorly defined connection of the path across Osborne South and to the South Winnipeg Parkway is egregiously bad in every way. The back alleys through the Hethrington playground and into Fort Rouge RT station are a dangerous mix of traffic connections and blind corners.	1/19/2017 12:19 PM
23	Communicating to the public when we can expect to see the bike racks on the buses...now that this is the second garage expansion since this was promised.	1/16/2017 1:52 PM
24	Transit employees should be encouraged to take public transit to work. Transit should not be creating more parking lots next to the rapid transit line.	1/11/2017 8:47 PM
25	yeah - stop this project, fix the damage transit already caused, and help stop the developer-oriented condos. how will respondents know you haven't edited out the unfavourable feedback? where is the transparency?	1/5/2017 3:40 PM
26	Just another waste of money by transit.	1/4/2017 5:07 PM

# Appendix G

RECORD OF EMAIL AND PHONE COMMUNICATION

Date	Time	Contact Method	Message
Jan. 6, 2017	9:37 am	Phone	<p>Received a phone call that raised the following points:</p> <ul style="list-style-type: none"> <li>• Transit should encourage transit employees to use transit.</li> <li>• The parking lot will increase the noise level from car traffic, the sounds of the alarm beep when cars are locked, and from snow clearing. Snow clearing equipment is loud from the reverse alarms and the sound of the scraping on the concrete.</li> </ul>
Jan. 11, 2017	8:37 pm	Email	<p>Thanks for hearing out concerns tonight. I just wanted to include some information on the reversing alarm I mentioned (called a broadband reverse alarm).</p> <p><a href="https://www.acklandsgrainger.com/en/product/BACKUP-ALARM-BROADBAND-12-24V-SA-BB/_R-HLMA1400">https://www.acklandsgrainger.com/en/product/BACKUP-ALARM-BROADBAND-12-24V-SA-BB/_R-HLMA1400</a></p> <p>Here's a manufacturer's video:</p> <p><a href="https://www.youtube.com/watch?v=fkFdFP5ffRo">https://www.youtube.com/watch?v=fkFdFP5ffRo</a></p> <p>And a less serious "today I found out" type video:</p> <p><a href="https://www.youtube.com/watch?v=fa28lIGuxq8">https://www.youtube.com/watch?v=fa28lIGuxq8</a></p>
Jan. 14, 2017	8:57 am	Email	Considering the City of Wpg,s woeful record of completing projects on time and on budget, and the inability to control union sloth and propensity to hold taxpayers for ransom, I suggest the C of W consider tendering bus maintenance out to private industry.
Jan. 15, 2017	4:35 pm	Email	if we do not value and respect mother earth,it will not value and respect us
Jan. 16, 2017	6:53 pm	Email	We do have a couple of concerns regarding the expansion project...

We have lived on [REDACTED] Avenue for almost 39 years now.. and have seen things come and go.. and some changes that have occurred over the years...

With regards to the expansion, I hope that there will be ample parking for staff.. as many of them park on side streets, not just for a couple of hours, but sometimes all day from 7 or 8 am until 3 or 4 pm...

They even park on Arnold Avenue which is a few blocks away from Brandon Avenue. Surely the large property you have will allow staff to park on the site. I am not sure why people park on the streets.. perhaps, they have to pay a monthly parking fee? Maybe some of the workers are part-time so having to pay full cost of parking may discourage them to do so.. and thus park on the streets. We're not talking about 5 or 10 cars, there are many.

I see many walking over to Winnipeg Transit, after parking their vehicle at around 7 a.m. I assume those staff are people those that work in the maintenance area??

I also wonder ... what other construction will take place in the area for Winnipeg Transit. There are a lot of buses that go in and out each day, thus concern for air pollution. The buses use to go in and out using Osborne Street.. but now some of them use the other area which is closer to Osborne and Pembina, so that takes a big load off having to use only Osborne Street. The stop lights at the entrance of Winnipeg Transit has a delay for buses travelling north on Osborne. Often, there are no buses there, thus causing a delay each time for cars going south on Osborne. Perhaps there should be a sensor installed for buses that do show up, instead of always having to have a delay there.. I hope you know what I mean.

Otherwise, having Transit buses are essential for the many people who would rather or have to take the bus to work, etc. My wife and I use the buses as well..

			Thanks for listening and good luck with the project and expansion.
Jan. 22, 2017	8:52 pm	Email	<p>I presume that the Transit garage expansion will lead to more employees. I hope that you are planning to expand your employee parking space, or make the space you have, more available to your employees. Right now, Transit employees are parking on near-by streets, causing hardships to the residents. I live on [REDACTED] Avenue in the first block west of Osborne, where on any given day, about six cars owned by Transit Driver employees are parked. If I want to have relatives or friends over for a visit, I have to check the street to see if there is space for them to park. My 87 year old sister should not be expected to walk a block or more to come over for dinner!</p> <p>On several occasions, while I was having renovations done to my house (roofing, eaves troughs, siding, window replacement, painting, electrical replacement), I had to park my car on the street before 7:30 a.m. in order to save a spot for the worker's truck – then move my car farther down the street so that the workers could park their second truck in the back yard. On one occasion, the furnace repairman refused to honour the appointment I made, because there was no place to legally park his truck.</p> <p>I am not sure why your employees find it necessary to park on residential streets; perhaps that is something that can be investigated. I realize some residents with two or more vehicles are contributing to the problem, but if a few spaces could be opened up, it would be greatly appreciated.</p>
Jan. 27, 2017	2:32 pm	Email	<p>Please find attached [REDACTED] recommendations for improved pedestrian and cycling connections in and around the transit complex as part of the planned expansion of the maintenance garage at 421 Osborne. We appreciate the opportunity to provide suggestions on these plans.</p> <p>The gist of our recommendation is to coordinate with some of the other AT projects in the area being developed and built over the same time period. Rather than spending money</p>

			to recreate what we think is at present a flawed network around the transit complex, we think you can use this project and the others to reconsider routing through this area and provide a much better overall solution for a similar cost.
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